JANUARY 2026 • VOLUME TWENTY-SIX • NUMBER 1

AMERICAN BONANZA SOCIETY



The Official Publication for Bonanza, Debonair, Baron & Travel Air Operators and Enthusiasts



We Get It - Your Baron Deserves More Than Just *Any Policy*

Contact Us

833-817-2376
aerospace@acrisure.com
Learn more at **acrisure.com/aerospace**

ACRISURE®
AEROSPACE

The information contained herein represents a summary of available capabilities and is provided for informational purposes only. No solicitation or offer is made or intended. Please contact your Acrisure representative for additional details.

© 2025 Acrisure, LLC. All rights reserved.

AMERICAN BONANZA SOCIETY

January 2026 • Volume 26 • Number 1

Senior Director of Operations/ Interim ABS Executive Director
Lauren Bayless

ASF Executive Director and Editor-in-Chief
Thomas P. Turner

Associate Editor
George Brown

Managing Editor
Jillian LaCross

Technical Review Committee
Tom Rosen, Stuart Spindel, and the ABS Technical Advisors

Graphic Design
Rachel Coon

Printer
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.

No part of this publication may be reprinted or duplicated without the written permission of the Executive Director.

The Society and Publisher cannot accept responsibility for the correctness or accuracy of the matters printed herein or for any opinions expressed. Opinions of the Editor or contributors do not necessarily represent the position of the Society. Articles or other materials by and about organizations other than ABS are printed in the American Bonanza Society magazine as a courtesy and member service. Except as expressly stated, their appearance in this magazine does not constitute an endorsement by ABS of the products, services or events of such organization. Publisher reserves the right to reject any material submitted for publication.

Membership Dues:
- 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)
- Digital Two Year (US/International) – $160 (USD)
- Digital Three Year (US/International) – $215 (USD)
- One Year International - $145 (USD)
- 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, Fax: 316-945-1710, 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 pictures receive publication preference.

The American Bonanza Society serves Beechcraft® enthusiasts by sharing valuable safety, technical, and educational resources, and by promoting interaction among and advocacy on behalf of its members.

BEECHCRAFT®, BONANZA®, BARON®, MCCAULEY® and the Beechcraft-font B® are all registered trademarks of Textron Aviation and are used by permission.

CONTENTS



2 President's Comments: The Critical Importance of Annual Training
By Stephen Hammers

6 Operations
By Shela Holmes and Thomas P. Turner

10 Textron Aviation Announces End of Bonanza, Baron Production
By Thomas P. Turner

OWNERSHIP/MAINTENANCE

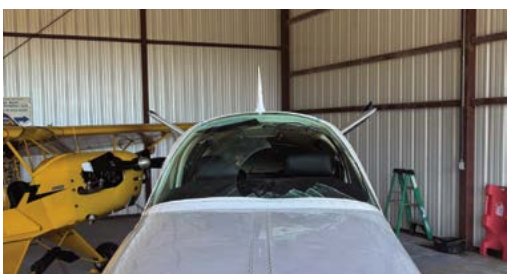
12 Beechcraft® of the Month: Beyond Calculation 1967 V35 N5487U)
By Charles Suss

28 Rudder Pedal Repair
By Rich Prillinger

45 Insurance: MOSAIC and Insurance
By Barry Dowlen

47 I Learned About Caring for My Bonanza From That
By Jeff Finnigan





FLYING

16 Alaska in a Bonanza
By Kent and Beth Horsager

22 Aeromedical: FAA Medicals for Pilots with ADHD?
By Keith Roxo and Daniel Monlux

24 Baron and Travel Air: Baron of Mistakes
By John Wallace

32 Flying to France: Saint-Pierre By Bonanza
By Matthew Davis

40 Honoring a Hero
By Lee Sample

48 BPPP: Many Lessons in One Flight
By Parvez Dara

50 Command Pilot: What's Your Plan?
By Thomas P. Turner

58 Bird Strike
By Doug Cumins

DEPARTMENTS

4 Welcome New Members
25 ABS Aviators
25 Life Membership
26 Regionals
42 TERT
44 GA News
52 Tech Tips
64 Forum
66 Classified Ads
70 ABS Board
71 Event Calendar
72 Display Advertising Index

AMERICAN BONANZA SOCIETY

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.

www.bonanza.org
3595 N Webb Rd Ste 200,
Wichita, KS 67226-8192
Tel: 316-945-1700 • Fax 316-945-1710
e-mail: *info@bonanza.org*

Office Hours:
Monday thru Friday; 8:30 am – 5:00 pm
(Central Time)

ABS Senior Director of Operations/ Interim Executive Director
Lauren Bayless, *lauren@bonanza.org*

ASF Executive Director and Editor-in-Chief
Thomas P. Turner, *tom@bonanza.org*

Technical Questions
info@bonanza.org or 316-945-1700

BPPP Questions
bppp@bonanza.org or 316-945-1700

Membership and Events
membership@bonanza.org

ABS Pilot Shop
www.bonanza.org/store

Membership Services

- Monthly *ABS Magazine*
- Technical Advice and Parts Sourcing
- Beechcraft® Specific Pilot Training
- Special Members-Only Website Content
- Beechcraft® Maintenance Evaluation Program
- Beechcraft® Maintenance Guides, DVDs, Merchandise and Apparel
- ABS Fly-Ins & Events
- Aircraft Prepurchase Assistance
- Mechanic & Flight Instructor Training
- Regional Societies
- Aircraft Insurance Program
- Professionally Staffed Headquarters

PRESIDENT'S COMMENTS



By Stephen Hammers
ABS Board President

The Critical Importance of Annual Training

Ensuring Safety, Proficiency, and Confidence in our Beechcraft®

Flying a Beechcraft® Bonanza, Debonair, Travel Air, or Baron is a privilege that comes with significant responsibility. These high-performance aircraft are renowned for their reliability and versatility, but their complexity demands a heightened level of skill and awareness from every pilot. Annual training is not just smart, it is a necessity that directly impacts the safety of the pilot, their passengers, and families.

Complacency and not taking recurrent training seriously can have consequences, and the seriousness of this responsibility must never be underestimated. For pilots who cherish their own safety and that of their loved ones, annual training is a vital commitment. With 35 years of experience as a flight instructor, I have observed a recurring pattern among pilots seeking training. Many approach me requesting only a brief review, expressing confidence in their abilities. However, once we are in the cockpit together, it becomes evident that they are not adequately prepared or safe to perform the tasks they aim to accomplish. This underscores the importance of comprehensive training and the need to honestly assess one's readiness before attempting advanced maneuvers or procedures.

ABS-type airplanes feature advanced aircraft systems that require detailed knowledge and regular review. Annual training provides an opportunity to refresh understanding of engine management, fuel systems, electrical systems, avionics and much more. This review helps pilots stay current with technological updates and manufacturer recommendations, reducing the risk of system malfunctions during flight…not to mention handling a system issue when one arises. By mastering the intricacies of your aircraft, you are better equipped to identify potential issues early and respond appropriately, enhancing both safety and operational reliability.

Frequent instrument flying is a cornerstone of safe flight as an IFR rated pilot, especially in challenging weather conditions. Regular training reinforces proficiency in instrument

procedures, navigation, and communication. Regular practice in simulated and real instrument scenarios builds confidence and ensures pilots can handle unexpected scenarios, weather or even system failures. Maintaining instrument currency is not just about meeting legal requirements—it is about ensuring the pilot's ability to safely manage any situation where visibility is compromised, protecting everyone on board. By setting personal minimums, especially if you haven't flown on instruments in a while, it is a vital part of you and your family's safety. I will certainly have more on this topic in a later article.

Airspace classifications, procedures, and regulations are continually evolving. Annual training ensures that Bonanza and Baron pilots remain well-versed in current airspace structures, ATC procedures, and flight planning requirements. Staying informed about regulatory changes, charts, airspace, and best practices reduces the risk of violations and helps pilots avoid potentially hazardous situations. This knowledge empowers pilots to operate confidently and legally, fostering a culture of safety and professionalism in the cockpit.

Terrain awareness is a critical aspect of flying, particularly for pilots operating in diverse environments. Annual training covers terrain avoidance techniques, use of terrain warning systems, and route planning strategies to minimize risk. Understanding how to interpret topographical data and recognizing hazardous terrain features around you are essential skills that can prevent accidents. Yes, we still have accidents in our aircraft flying into terrain, even with our advanced GPS systems, which can be avoided. By prioritizing terrain avoidance, pilots ensure safe passage for themselves and their passengers, regardless of where their journey takes them.

Every aircraft has operational limits that must be respected to maintain safety. Annual training reinforces knowledge of your aircraft's performance boundaries, including maximum weights, speeds, and load factors to name a few. We all need to learn to make informed decisions that prevent overstressing the aircraft or operating outside safe parameters. Understanding and respecting these limitations is fundamental to safe flight and prevents costly mistakes that could endanger lives.

Proper weight and balance calculations are crucial for safe aircraft operation for all flights. Annual training and practice ensure we can accurately assess and manage loading scenarios, considering fuel, passengers, and baggage. Training emphasizes the real-world implications of improper weight and balance, such as degraded performance or loss of control. By mastering these procedures, we can protect ourselves, our families, and our aircraft from preventable incidents.

Emergencies can arise without warning, and preparedness is key to handling them effectively. Annual training drills us on a wide range of emergency procedures, from engine failures to electrical malfunctions. Practicing these scenarios builds muscle memory and ensures that pilots can respond quickly and correctly under pressure. This preparation not only increases survival chances but also reassures passengers that their safety is always a top priority.

In conclusion, annual training for Beechcraft® Bonanza, Debonair, Travel Air, and Baron pilots is far more than a regulatory checkbox—it is a vital investment in safety, proficiency, and peace of mind. By dedicating time to recurrent training, we demonstrate a commitment to their own well-being and to the safety of their families and passengers. The seriousness of this responsibility cannot be overstated.

Next question is, how can we get help with our training? I am glad you asked. We can start by going to *www.bonanza.org/training/pilot-training/.* Start with the ABS Learning Center. The ABS Learning Center starts with many webinars and best practices for flying, maintaining, and owning your Beechcraft®. You can also find qualified flight instructors who are experienced in your type of aircraft under the training section of *www.bonanza.org,* including those who have earned accreditation as ABS Recognized Flight Instructors. Baron/Bonanza Pilot Training, Inc. (*www.PBPT.org)* also has a vast amount of training for us to take advantage of.

Through regular training of our skills, maintaining our proficiency and that of our aircraft, we can uphold the highest standards of aviation safety. In the end, annual training is the foundation upon which every safe and successful flight is built. This is how we can meet our ABS mission of saving lives and preserving our fleet.



Welcome New Members

ABS extends a warm welcome to the following new members who joined in November 2025:

Dustin Abels, Topanga, CA
Francisco Alvarez, Caba, Argentina
Kain Anderson, Bend, OR
Robert Anderson, Midland, TX
Christopher Andreychik, Easton, PA
Paul Austin, Des Moines, IA
Todd Barbee, Winder, GA
Paul Berry, Helena, MT
David Bezos, Pasadena, MD
Louis Bouvier, Monticello, UT
George Boyan, New Vernon, NJ
Spencer Buchanan, Bryan, TX
Mark Calhoun, Bigelow, AR
Duane Campbell, Round Rock, TX
Nicholas Carpenter, Saint Peters, MO
Adam Carroll, Selmer, TN
William Casey, Celina, TX
William Chandler, Georgetown, SC
Jeff Coeur, Gulf Shores, AL
Stefanie Collato, Del Mar, CA
Ronald Corrado, Washington, PA
James Crone, Meridian, ID
Beau Devillier, Dallas, TX
Dee Ebeling, Perth, Australia
Carter Elie, Ponchatoula, LA
Jonathan Elliott, Fairfax, VA
Jeffrey Forrest, Bryan, TX
Jordan Germyn, Petaluma, CA
Cody Gilbert, Nocona, TX
Oscar Goudriaan, Stilfontein, South Africa
Michael Graft, Scottsdale, AZ
Cliff Hannam, Cody, WY
Douglas Healy, Ozark, MO
Steve Horridge, Deep Brook, Canada
Jordan Howard, Tioga, ND
Robert Hunter, Derby, KS
John Jacobi, Fort Lauderdale, FL
Kelly Jeffries, Naples, FL
Steve Kiene, Lincoln, NE
Robert Leuszler, Lenexa, KS
Todd Lewis, Scottsbluff, NE
Andrew Loys, Hillsborough, NC
Hugh Maguire, Bordentown, NJ
Ted Mason, Wichita, KS
Nicholas Mason, Wentworth, Australia
Bradley McGaw, Poplar Grove, IL
Martin Morris, Covington, LA
Harrison Mott, Miller Place, NY
Daniel Murphy, Germantown, TN
R. Douglas Mutz, Rockledge, FL
Randy Nester, Seguin, TX
Matthew Niemann, De Witt, IA
Samantha O'Brien, San Diego, CA
Eli Ohayon, San Diego, CA
Christopher Owens, Malden, MO
John Peden, Greer, SC
Robert Pedersen, El Segundo, CA
KEVIN PERRY, Sturgeon Bay, WI
Paul Perthus, Redlands, CA
Duane Peterson, Milwaukee, WI
John Rezzonico, Round Hill, VA
David Robinson, Eads, TN
Jordan Rosales, College Station, TX
Stephen Sanderson, Sherman, TX
Austin Sharp, Manor, TX
Moe Shayeb, Sellersburg, IN
Joshua Sieck, Edmond, OK
Stephen Smith, Marianna, Uzbekistan
Zach Spalj, Englewood, CO
Matthew Sparks, Carlsbad, CA
Bob Stallings, Kentfield, CA
David Stanfield, Rockford, IL
Brian Stephanak, Bedford, NH
Joseph Stevens, Willow Park, TX
Aron Swearengen, Clovis, CA
Gian Carlo Ta-a, Justin, TX
Nic Taaffe, Bedford, United Kingdom
John Taylor, Weatherford, TX
Drake Tulloh, Mount Gilead, OH
Brett Van Hoosier, North Richland Hills, TX
Samuel Villars, Merlischachen, Switzerland
Vernon Wegener, Indialantic, FL
Keith Wilson, Saint Joseph, MI
Eric Wood, Chandler, AZ
Donald Yang, Saint Paul, MN
Kenneth Zill, Port Orange, FL

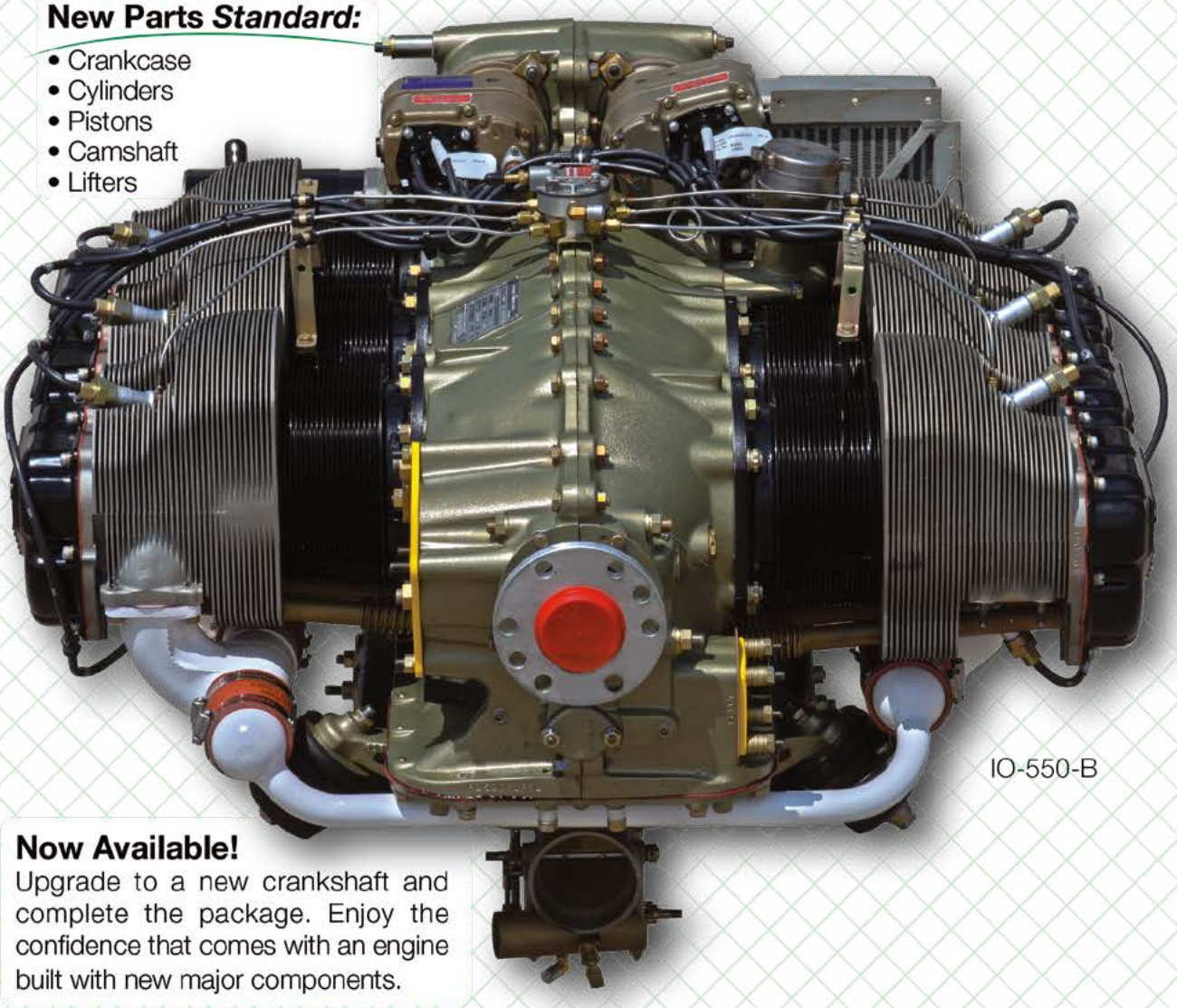
ENGINES • PARTS • PROPS • STCs • MAINTENANCE

The Power of NEW

RAM AIRCRAFT, LP
• SINCE 1976 •

New Parts *Standard:*

- Crankcase
- Cylinders
- Pistons
- Camshaft
- Lifters



IO-550-B

Now Available!

Upgrade to a new crankshaft and complete the package. Enjoy the confidence that comes with an engine built with new major components.

(254)752-8381

Engine Fax: **(254) 752-3307** | Parts Fax: **(254) 756-0640**

www.ramaircraft.com

engines@ramaircraft.com
parts@ramaircraft.com

Repair Station: **VA1R551K**

Legendary ENGINES

©2026 RAM Aircraft, LP ABS111325

By Shela Holmes, ABS Member Experience and Events Specialist



Community, Learning, Safety



In SJ heading to the ABS Flight Instructor Crosstalk

Informal discussion between class sessions at the FIC



Flying "SJ" to the ABS Flight Instructor Crosstalk

The trip to Fishers, Indiana, in our Bonanza A36 "SJ" was an unforgettable fall flight. The air was crisp, the fall colors were stunning, and despite the cold and rain, the journey was smooth and steady, like flying on glass. I was grateful that Tom is IFR-rated; knowing he could navigate safely through the clouds gave me complete confidence. The FIC brought together a group of CFIs with a range of experiences and backgrounds. They shared ideas and stories to help each other in their own instruction. Saturday, we took a nice walk to dinner before wrapping up on Sunday. The flight home was breathtaking, one moment I was marveling at the view below and the next we were enveloped in white. Trusting the instruments (and Tom's skills!) as we broke through the clouds right over the runway reminded me how essential training and certification are to safety.



Instructors walking to dinner





Hands-on mechanic training at the ABS Maintenance Academy

A Weekend in Phoenix for the ABS Maintenance Academy

The following weekend took me to sunny Phoenix, Arizona, for the ABS Maintenance Academy, where 20 dedicated full-time mechanics came together to deepen their understanding of what makes our fleet so exceptional. The discussions were lively, the questions insightful, and the camaraderie genuine. Curtis Boulware and Dale Kraus led the sessions with passion and expertise, ensuring everyone felt encouraged to learn and participate, whether in the classroom or during the hands-on portion at the hangar. Watching the group connect and share their passion for Beechcraft® maintenance was inspiring.

Why These Events Matter

Both weekends captured what ABS is all about — community, learning, and safety. By supporting our flight instructors, we're helping create safer, more confident pilots. By investing in our mechanics, we're ensuring the longevity and reliability of our aircraft. Whether in the cockpit or under the cowling, every bit of shared knowledge strengthens the ABS family and keeps the Beechcraft® legacy flying strong.



OPERATIONS ASF

By Thomas P. Turner
ABS Air Safety Foundation Executive Director



Carrying the Standard

You'll read about it on page 10: Textron Aviation has announced the end of Bonanza and Baron production. The factory stopped taking new orders for Beech piston airplanes three years ago to focus on filling existing orders. Textron Aviation says it may be 2027 before the last of these orders are fulfilled, marking 80 years of almost continuous production (production was paused in 4th quarter 2021 and resumed in 4Q 2022). ABS has long shared promotion and support of these airplanes with the various owners of the Beech factory. Now we carry the standard, along with partners like the Beechcraft® Heritage Museum, the Regional Societies, and the large network of vendors and enthusiasts that actively promote Beech ownership, encourage safety, and support maintainability.

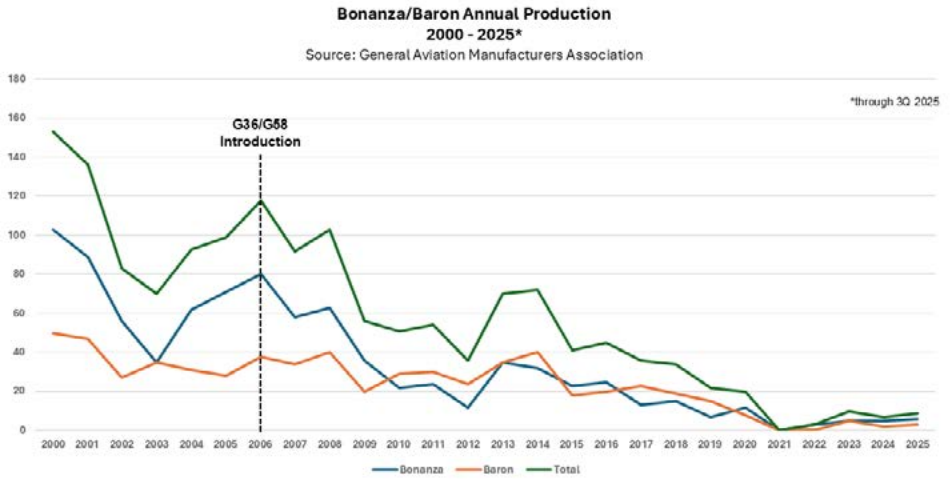
Several sources at Textron Aviation have said the factory's parts support for our airplanes will continue. That, and continued factory engineering support for designing major repairs and airworthiness directive (AD) actions, means little will change for the vast majority of Beech owners. I've heard from a few ABS members who have been waiting for years for the Bonanza or Baron they've already ordered, and two or three who want to buy a new G36 or G58 but since 2022 have been told by Textron Aviation that it would not take orders for new airplanes. I have great sympathy for these members—they want the very newest of the very best but have had their dreams delayed or even dismissed. Virtually all of you, who never intend to buy a new Bonanza or Baron but instead want to maintain and fly the one you have (or will buy) safely and preserve its value for the day you pass it to the next caretaker, will see little if any change when the last G36 and G58 roll out of Plant 4 on Beech Field.

With this announcement ABS and the ABS Air Safety Foundation are even more important and relevant. ABS continues to be the leader for expert-vetted information and the nexus of social interaction between Beech owners. It's vital that the Society promote Beech ownership and collect and pass along the combined wisdom of generations of owners and experts. ASF initiatives like the spar web investigation, the control cable AD, the circuit breaker ADs—and of course the Maciel Ruddervator Prize—will continue as our fleet faces new challenges. Educational programs for pilots and to create future generations of Beech-expert mechanics and flight instructors will improve safety and services available to pilots and owners. Industry and government advocacy, promoting information sharing and data-driven regulatory decisions, continues to be an ASF specialty.

As 80 years of Bonanza/Baron production come to an end in 2027, ABS will celebrate 60 years of service to Beech owners, pilots, mechanics, and enthusiasts, carrying the standard with no end in sight. With your membership in ABS and your financial support of the ABS Air Safety Foundation, Beech owners and the ABS fleet have a bright future.

Regional safety presentations

To promote more BPPP-like safety seminars around the country without overtaxing the small ABS staff (including me) with travel and remote events support, last year ASF began offering a small financial incentive for Regional Societies to include one or two safety speakers at the Regionals' existing fly-out events. ASF pays the Regional $700 to help cover the cost of classroom and audiovisual



equipment, and $300 per speaker (maximum two) toward whatever amount the Regional decides to pay presenters.

Last August the Southeastern Bonanza Society hosted such an event with two speakers in Knoxville, Tennessee. Read about it in the October 2025 *ABS Magazine*.

For 2026, four Regional Societies have indicated they wish to benefit from ASF's support. The Australian Beechcraft® Society (*www.abs.org.au)* will apply this to its biennial BPPP/BME weekend at Cowra New South Wales March 19-22. The Northeast Bonanza Group (*https://northeastbonanzagroup.org)* will participate at its fly-in at Fredericksburg, Virginia, May 29-31. The Southwest Bonanza Society (*www.swbonanza.org)* has indicated it will as well but has not yet published a schedule, and as of this writing in early December the Southeastern Bonanza Society (*www.sebs.org)* has asked for more time to consider a 2026 ASF-supported event.

Watch the Events schedule in the back of this magazine and the Regional Society websites for more information. Contact each Regional Society directly if you have questions and to register to attend. Thank you to the volunteer leaders of the Regional Societies for helping ASF spread the message *to protect lives and preserve the Beechcraft® fleet.*

Annual campaign

Thanks to you, the ABS Air Safety Foundation's annual end-of-year fundraising campaign was successful. We greatly appreciate your generous contributions to help *protect lives and preserve the Beechcraft® fleet.* We'll have the final year-end tally in time for the February magazine. But the challenges continue. We need your contributions year-round to fund ASF's work that helps keep you and your family safe, enhances your Beech ownership experience, and supports the value of your Beechcraft®. Thank you.

CYGNET AEROSPACE
Supporting ABS since 1998

All New Dual Controls
IO470 to IO520 Engine Conversions
Garmin Trim Switch CA3112-G

Wheel Upgrade Kit
www.cygnet-aero.com
info@cygnet-aero.com | 805 528-2376

Textron Aviation Announces End of Bonanza, Baron Production

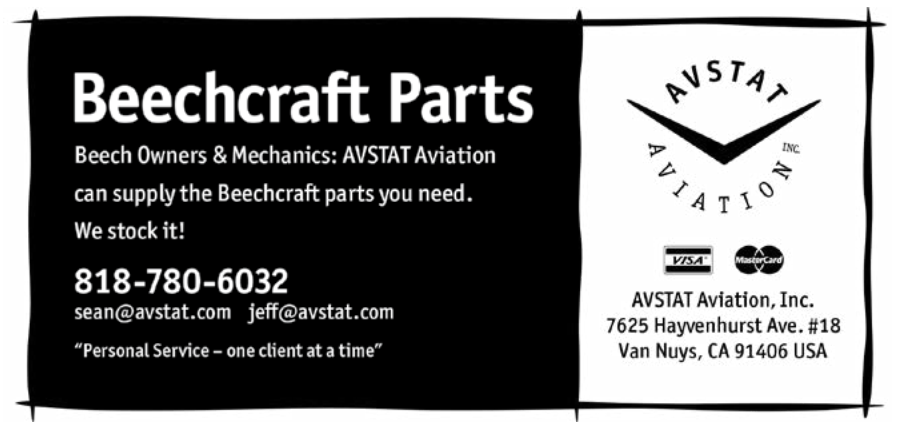
By Thomas P. Turner

Responding to an inquiry from AVBrief's Russ Niles that noted references to the Bonanza and Baron had been removed from Textron Aviation's website, Textron Aviation supplied this statement on November 20th:

"As part of Textron Aviation's product investment plan, the company will end production of the Beechcraft® Baron G58 and Beechcraft® Bonanza G36 models once all current orders are fulfilled. Known for their power and craftsmanship, the Baron and Bonanza aircraft have been cornerstones of the company's leadership in the piston market for nearly eight decades. More than 3,000 Baron [sic] and 18,000 Bonanza [sic] aircraft have been delivered worldwide. This December will mark the 80th anniversary of the first flight of the Beechcraft® Bonanza, a testament to the aircraft's significance in aviation history. This strategic shift will enable Textron Aviation to focus on welcoming the Beechcraft® Denali into its product portfolio while thoughtfully assessing future investments within this segment."

Textron Aviation has told ABS it intends to continue to provide engineering and parts support for the Bonanza/Baron line. The first flight of the prototype Bonanza was 80 years ago last month. Eighty years of any technology is an amazing run. With continued parts support from Textron Aviation, the large aftermarket that has grown around the product line over the decades, the passion of Beech owners and the support of the American Bonanza Society and the ABS Air Safety Foundation, Bonanzas, Debonairs, Barons, and Travel Airs still have a long and bright future.

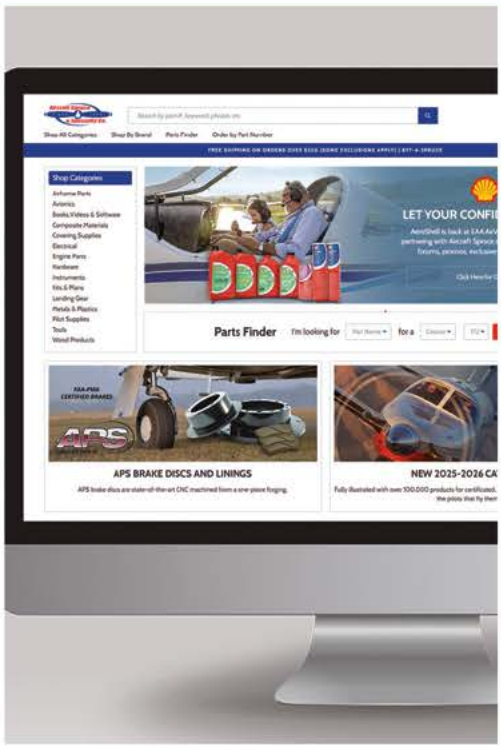
As of December 08, 2025, Beech has produced a total of 26,168 Bonanza-family airplanes, including: 17,172 Bonanzas (models 35, 36, and Bonanza-designated 33); 1,297 Debonairs (Debonair-designated 33s); 6,978 Barons (models 55, 56, and 58) and 720 Travel Airs. Textron Aviation has not indicated how many airplanes it has remaining in its production backlog, but unverified online reports suggest it will extend into 2027—the 80th anniversary of introduction of the Beech Bonanza.





AIRCRAFT SPRUCE

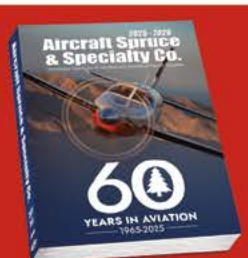
Everything for Planes & Pilots







ACK TECHNOLOGIES INC. · AEROLEDS A WHELEN AEROSPACE COMPANY · AEROSHELL · aerox · APPAREO · APS "Black Steel" Brakes · ARTEX · asa · AWI · BendixKing · BERINGER · BOSE · BAF · CHAMPION AEROSPACE · Comant · CONCORDE AIRCRAFT BATTERIES · CONTINENTAL AEROSPACE TECHNOLOGIES · Curtis SUPERIOR VALVE CO. INCORPORATED · CLEVELAND WHEEL & BRAKE SYSTEMS · David Clark · DYNON · EATON · Electronics International Inc. · EASTMAN · GARMIN · Gill BY TELEDYNE · GOODYEAR AVIATION · H3R AVIATION · HARTZELL AVIATION · HUTCHINSON · ICOM · LYCOMING · LORD · JPI · LP AERO PLASTICS INC. · LIGHTSPEED · LOOS & CO. INC. CABLEWARE® DIVISION · MYGOFLIGHT · PHILLIPS 66 The Most Trusted Wings In Aviation · Plane-Power · McFarlane · MICHELIN · MidContinent INSTRUMENTS+AVIONICS · rc allen instruments · Superflite · RAPCO, inc. REPLACEMENT AIRCRAFT PARTS CO. · SMR TECHNOLOGIES · Specialty Tires of America, Inc. · Start Pac · SUPERIOR AIR PARTS The Leading Choice for Quality Engine Parts Since 1967 · POWERUP AIRCRAFT IGNITION SYSTEMS · PS ENGINEERING INCORPORATED Sound Quality. Sound Engineering. · TEMPEST · TRUE BLUE POWER · uAvionix · WAT · WELDON PUMP · YAESU



FREE 2025-2026 CATALOG!
1000+ PAGES OF PRODUCTS!

- Free Shipping Over $350 Via UPS Ground
- Aviation's Best Website With Same Day Shipping
- Stocking over 150,000 Aviation Products

AOPA STRATEGIC PARTNER

EAA THE SPIRIT OF AVIATION PLATINUM SPONSOR

www.aircraftspruce.com

Call Toll Free 1-877-4-SPRUCE

BEECHCRAFT® OF THE MONTH

Beyond Calculation

1967 V35 N5487U

by Charles Suss



N5487U appeared on the cover of the March 1987 American Bonanza Society Newsletter

Do you want a Bonanza?" my dad asked. It was 1982. I was taking flying lessons in a Cessna 152 at the Teterboro Flight Academy (KTEB) in New Jersey.

N5487U is a 1967 V35. The original owners, friends of my dad, built bridges. After winning a contract, they would fly to heavy equipment auctions and buy the machines they needed. On project completion the equipment was sold. They were retiring and no longer needed the airplane.

In 1929 my grandfather started Town Food Service to manufacture gas-fired cooking appliances for Chinese restaurants. The Bonanza transformed the company from a storefront on New York City's Lower East Side to a nationally recognized brand. My concept was simple: develop trust from restaurant equipment dealers nationwide. One of my dealers in Portland, Oregon, Dino Arditi from Boxer-Northwest, said it best:

"Chuck, the first time we met you we said: This is a fast-talking New Yorker. But you kept coming back and delivered on your promises. That's why we do good business today."

Personal contact builds bonds. The Bonanza made that possible.

I got my instrument ticket. I owe a life-long debt of gratitude to Bill Guinther, one-time executive director of ABS. After flying into IMC and temporarily losing aircraft control, I trained with Bill to earn my instrument rating. Next stop: Mike Smith in Johnson City, Kansas. He installed tip tanks and Ram Air along with every speed mod he offered. "You are the only one to have bought everything I have for sale," Mike told me. Terry Capehart of Ultimate Engines made my IO-520 smooth and more powerful. In my unceasing quest to have the personal airliner, 87U was the first Bonanza to have TKS installed earning the STC currently held by CAV Systems. Yes, it works. I have the T-shirts.

Thousands of hours were accumulated over the years flying 87U everywhere visiting customers. From Greenland to the Bahamas, Vancouver B.C. to San Diego to South Florida…and everything in between. I kept charts and approach plates for the entire U.S. in a sectioned box within reach on the right rear seat. As the song goes, "I've been everywhere, man!"

Thanks to Marty Balk (formerly Linden Avionics) for being a mentor and encouraging me to push the envelope. He installed the HF radio that took me to Greenland. The jump-off point was Goose Bay in Labrador, a joint civilian-military field. On my arrival the only other planes on the field were Luftwaffe F-16s with the Iron Cross. I'm Jewish and have photos of my family members marked "exterminated." The following morning the German colonel and lieutenant-colonel met me at my weather briefing to wish me good luck. They were there on my return with enthusiastic congratulations. I then understood my rabbi's sermon years earlier when he told us to "forgive, but remember." I forgave.









My neighbor, Phil Boyer of AOPA fame, also pointed me in the right direction, encouraging me to upgrade as newer technology was introduced. I was one of the first to use Bose headsets and have an Argus moving map.

Years passed and hours accumulated. The reply light on my Narco transponder was MIA. The "to" flag on my HSI was part-time. The KLN90B would no longer sequence into approaches. The S-Tec 60-2 autopilot no longer wanted to NAV. The altimeter was not accurate. The Argus was no longer supported. I was beginning to feel like an accident candidate.

I went to a Garmin presentation at Green Mountain Avionics (GMA) in Middlebury, Vermont. I was sold. What transpired next rivals Moses' trek through the Sinai Peninsula.

Brian Doyle at MidNav Aviation in North Adams, Massachusetts (KAQW), replaced my ruddervators (superb job) and worn out C76 prop. TKS certification on the replacement Hartzell Super Scimitar was arranged by a DER [Designated Engineering Representative]. Then 87U went up to Middlebury (6B0) to Bill Hanf at GMA and







Mike Vincent at J&M Aviation. That was April 2017. What I thought would take a few months became five years. That's right: five years.

S-Tec said my servos were too old to be rebuilt. The GFC500 was not yet approved but would be. I ordered a G500 and new JPI 930. Ugh. Green Mountain did three wiring harnesses: new avionics would be introduced…and I wanted them. The JPI never made it into the panel. I wanted the G500TXi. Bill at GMA thought my paint and glass needed freshening. Interior, too.

Mike Vincent and son Allen at J&M did wonderful work. We collaborated on the paint scheme. You can see the result. Then from the paint to Mike's maintenance shop. He is thorough beyond words. He removed the interior.

Enlisting my neighbor and his Cessna 206, we flew the interior to Advantage Interiors in Donegal Springs, Pennsylvania (N71). Matt and his family are fine craftsmen and good folk. It took maybe a year, but we picked it up and flew it back to Middlebury.

Back at Mike's, 87U was getting the ultimate spa treatment. Cabin insulation replaced. New floorboards. Pulleys lubricated. Landing gear and motor removed and overhauled. TKS plumbing system overhauled…no more leaks. Door seals. MBA rollers. The list is endless.

Bill at GMA installed a GFC500, G5, pair of Lynx 3 ESIs, GTN750Xi, GTN650Xi, G500TXi, and WX500 StormScope.

This team of professionals updated a wonderful aircraft incorporating new technology continuing the wonder that is a Bonanza. The cast is extensive:

Bill Hanf, Green Mountain Avionics, Middlebury, Vermont. Bill and staff have a skill set that would be difficult to rival. I went from steam to glass. They rose to every challenge: fuel gauges on my left subpanel are replaced by a fuel tank in use indicator. Did you see my panel? Bill and his staff did that. And all the wires are labeled. The right side of the panel gives the person in the right seat a chance to participate. The only legacy instrument is the Beechcraft® clock. It's like an approach plate: some things are best left alone. The most recent installation is a GDL60 datalink.

JD Kuti, Pinnacle Aircraft Engines. I have long been a fan of ported, polished, and blueprinted engines. This one may be the best yet. It has one electronic magneto…I plan to add a second.

David Bertram at Vermont Aviation Services at Bennington, Vermont (KDDH) does current maintenance. He just finished replacing the landing gear springs. Mr. Bertram has been to the ABS Maintenance Academy. Their work is superb.

87U is as solid as ever, updated and set up for my needs and tastes. What was once a dream has become reality. "Was it worth it?" I would ask myself. Yes, that is the answer. You can't go out and buy a Mike Smith, TKS tip-tanked V-tail.

Over my 43 years of ownership, 87U has taken me everywhere, changing my life. The stories go on forever. Perhaps the most memorable was a night flight over the Rockies between Billings and Seattle. Climbing out of IMC to fly between towers of clouds shimmering in the moonlight, tail of comet Hale-Bopp visible. Or the instrument approach into Narsarsuaq, Greenland.

The personal challenge is to get ahead of not only the airplane but also the new avionics: to understand and correctly understand how they work together.

What I owe this airplane is beyond calculation.

Alaska in a Bonanza

By Kent and Beth Horsager



In July 2025 my wife, Beth, and I visited the 49th state of the union, Alaska, in our Bonanza. Fittingly, Alaska was also the 49th state we have visited. This trip took a lot of planning and reading of others' experiences, which I found very helpful. My hope is that this article might help someone else who is thinking about flying a Beechcraft® to Alaska.

We determined we would like to see the scenery, fly north of the Arctic Circle, see some of the national parks and preserves, and also have the chance to meet people and learn about the history, culture, and geography. Based on what we wanted to see and do, we developed a route from our home base in Minnesota.

Packing lists

For our packing list there were several categories of items we needed to consider such as documents, tools and supplies for the plane, camping gear and food, safety and survival gear, and clothes and personal items.

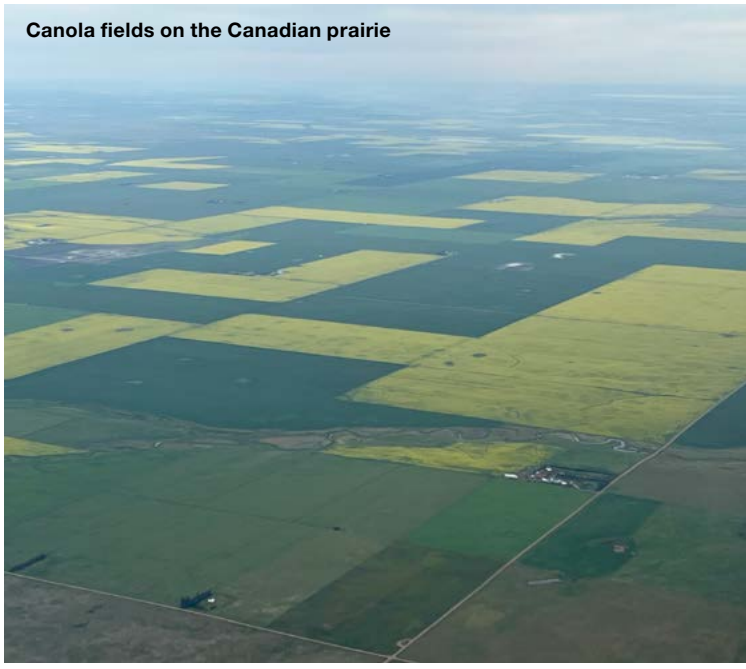


There were plenty of required documents for our trip. We needed a Customs decal for the plane, the usual airplane documents plus a radio station license, our passports, pilot certificate, FAA medical certificate (Canada does not recognize BasicMed), FCC Radio Operators permit, CANPASS documents, procedures and phone numbers for entering Canada, border crossing documents, and manifests filed with U.S. Border Patrol for exiting and entering the U.S. (eAPIS filings).

For the airplane I carried chocks, tiedowns including stakes and ropes, life jackets, an airplane and engine cover, an extension cord for plugging in the engine heater (I was only able to plug in one night in Canada, but having the cord made the morning engine start much nicer since low temperatures were in the 30s and 40s Fahrenheit), pliers, screwdriver, duct tape, and a few other miscellaneous items. The weekend before departure I changed the oil in the plane and packed all the tools I use to change oil, including an oil filter, oil, and safety wire. My logic was that if I needed to change oil again I could do it, but also this would provide me with a set of tools that would allow me to deal with some mechanical issues if we did have any problems.

For remote flying in Canada and Alaska, there are recommended equipment lists that includes survival gear and a first aid kit. Beth packed a complete first aid kit. Much of our camping equipment doubled as the survival gear. For example, we packed a water filter system, a small cooking stove, a tent, sleeping bags, and mosquito nets. For back-up communication I purchased a handheld





Canola fields on the Canadian prairie

radio. I chose a handheld radio instead of a satellite phone or other emergency system because I thought it would be simple, reliable, and about as effective as other choices in the event of a remote off-field landing.

What did we not bring? We chose not to bring a firearm and we did not pack bear spray. I read a lot about bear protection choices and felt like each choice had trade-offs passing through Customs or inadvertent discharge of bear spray. We did a lot of walking and hiking and really enjoyed it, but we were very cautious about moving slowly, making noise, and finding areas where we had good visibility such as along rivers and streams.

The trip

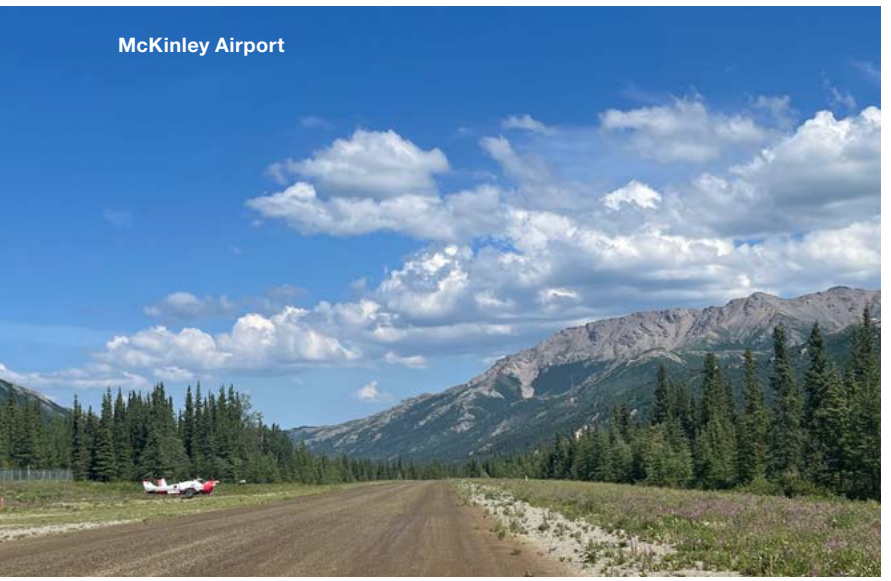
Upon leaving Minnesota we expected that days would be long as we went north and were hopeful of warm summer weather. We were right about the long days since we made it north of the Arctic Circle where the sun never set while we were in Kotzebue. We were wrong about expecting warm summer weather, but fortunately we were well prepared for cold, wind, and some rain. We had packed rain gear and winter gear (gloves, jackets, long underwear, hats) – we used everything we brought along.

The initial part of the trip across Minnesota, North Dakota, and Saskatchewan was prairie flying and we managed to climb above a cloud layer and enjoy a smooth flight. After refueling in Regina, Saskatchewan, we crossed into Alberta and spent the night at Slave Lake, Alberta. Crossing the Rockies in Canada we flew at 10,000 MSL in and out of IMC at plus or minus a couple of degrees from freezing. We kept monitoring the icing; I ran pitot heat for most of that route, we cycled the deice boots as needed, and changed altitude a couple times to escape icing. The route we chose had the benefit of mostly low, flat terrain until the Rocky Mountains, where peaks were around 9,000 feet. We followed the Alaska Canada-Highway most of the way through the Rockies, which offered another margin of safety.

We arrived in Alaska to clear skies. After a stop for Customs in Fairbanks, we flew to McKinley Park Airport, operated by the Park Service and located near the visitors center of Denali National Park. The 3,000-foot gravel runway offers good VFR approach choices but special care needs to be taken in landing and departing to avoid







McKinley Airport



At McKinley

propeller, flap, or underbelly damage due to the loose gravel graded strip. I was grateful for the coaching I received from an experienced Alaska pilot about gravel strip techniques. I tried to come in slow and avoid braking, which might kick up pebbles.

We were rewarded with three beautiful days at Denali National Park where we could see the majestic Denali while we hiked. Camping in Denali at Sanctuary River tent campsite was a highlight. This campground was a small tent-only campground 23 miles west of the visitor's center. It offered the Sanctuary River as a water supply (filtering required), a cooking shelter, and nice restrooms in addition to nice sites. Besides the amazing views of Denali, I was taken by watching the braided rivers, which look like intricate works of art as the glacial rivers wind their way through the mountains and plains out to sea.

On departure from McKinley National Park Airport, we did a full checklist but limited the run-up to avoid pebbles damaging the propeller and frame. We headed northwest (instead of the more traveled southern Alaska areas). We wanted to see the least-visited national parks and preserves in the U.S., which are accessible by air, and in some cases by water and very limited road access. Once directly north of Denali, we intersected the Yukon River and followed that to Galena where we landed for fuel. The route to Nome was over rough terrain following the last portion of the Iditarod Dog Sled Race which runs from Anchorage to Nome. In Nome we joined the community in celebrating the 4th of July. There was a parade and a number of activities such as bike and foot races and a pie eating contest. The one thing that wasn't there was fireworks – since it was light all night! In Nome I used my tiedowns and stakes since there were no tiedowns for transient planes.

From Nome we explored the Bering Strait Land Bridge National Preserve. We headed farther west to Wales, which is on the west coast of Alaska where we had a view of Russia. From Wales we headed north to Kotzebue, which is a village that serves as the hub for 11 villages in the surrounding area. Kotzebue is located on a peninsula near the western edge of the Brooks Range, which is the northern mountain range extending East-West across Alaska. In Kotzebue, we were north of the Arctic Circle in the land of the midnight sun. We planned to see views of the Cape Krusestern area, Kobuk Valley National Park, Noatak National Preserve, and Gates of the Arctic National Park.

We had a beautiful day flying the Brooks Range with great views of the scenery. The weather changed for us as we emerged from the south end of the Anaktuvuk Pass near the town of Bettles. Wildfire

smoke limited visibility causing a beautiful VFR day to turn IFR. Due to NOTAMs and forecasts, I had anticipated the change so I had an IFR flight plan on file from Bettles into Fairbanks. We climbed to 7,000 and I picked up my IFR clearance over Bettles. By the time we were approaching Fairbanks our beautiful VFR day had changed to solid IFR with Fairbanks reporting 800-foot ceilings due to smoke and rain. After navigating around a TFR issued for firefighting activity, we were cleared for the RNAV 20L approach and in short order we were taxiing to the tiedown area.

Our return from Alaska was back through Canada to Whitehorse for Canadian Customs, then Fort Nelson, British Columbia, then Edmonton, Alberta and our last stop was U.S. Customs in Minot, North Dakota, before arriving at our home base of South Saint Paul (KSGS).

The flying

The flying was a highlight of the trip. I did a lot of preparation for the flying, including calling all the airports where I planned to land to inquire about fuel availability, parking, and any local information of which I should be aware. We were able to get fuel everywhere as planned, but in a few cases the set-up was quite different from what I was used to in the Lower 48. For example, a local municipality may operate the airport, a separate entity may provide fuel, and in some cases yet another entity manages transient parking. This independence of activities did create a few challenges even with diligent checking ahead of time. At one of our fuel stops, we could



not locate the 100LL provider and at another both the fuel truck and the self-service station were down and required attention even though no fuel NOTAMs were posted. In each case we had alternate contact numbers and eventually we were successful in getting the juice that powers the Bonanza. During the few delays we had while waiting for fuel we had some enjoyable bonus adventures. At one fuel stop we met the charter service folks on the field, who were very welcoming and invited us to join them for a meal of locally caught whitefish, which was delicious.

The history

Some of the oldest North American settlements are in Alaska. In Whitehorse, Yukon Territory, Canada, the Beringia Museum presents Bering Strait history, wildlife, and migration of humans to North America. The Denali Visitors Center at Denali National Park and the Carrie M. McLain Memorial Museum in Nome gave us









Denali

another overview of the history, wildlife, and culture of the area. Another highlight was the University of Alaska Museum of the North in Fairbanks, which has some excellent displays of village life from the various areas of Alaska.

The people

We enjoyed learning about life in an Alaskan town. For example, Kotzebue is a town of less than 3,000 inhabitants, but it serves as a cultural, shopping, education, and medical hub for the surrounding 11 villages. We met people along the way who provided some insight into working and living in Alaska. We participated in a 4th of July celebration. During our travels we read a couple of books by Velma Wallis, including *Two Old Women*. She recorded stories from her Native tribe in Alaska's interior that were passed down for generations and gave us more insight into the culture, history, and challenges experienced by earlier generations.

The geography

Every segment of the trip presented its own beauty. The Canadian prairies were colorful with the bright yellow blossoms of canola contrasting the fields of wheat, still in the green stage prior to turning harvest gold. The Rocky Mountains in Canada expressed themselves with their rugged peaks and the Yukon River below wound its way west to the sea.

Denali is a majestic mountain rising well above the rest of the range and we were fortunate to enjoy clear viewing days to take in this beauty of nature.

We enjoyed seeing the Bering Land Bridge area, which supported human and animal migration to the continent. The glacial topography helped to create braided rivers, which truly looked like artwork from the air. Instead of a traditional single or main channel of a river, the glacial rivers have multiple channels crossing back and forth over each other like braids which was especially breathtaking from the air.

With plenty of planning, preparation, and a few route changes, our Bonanza provided the wings for our adventure to Alaska and back home without any issues.

The Best Planes *at the Best Prices*

N628CD 2019 G58 Baron / NXi



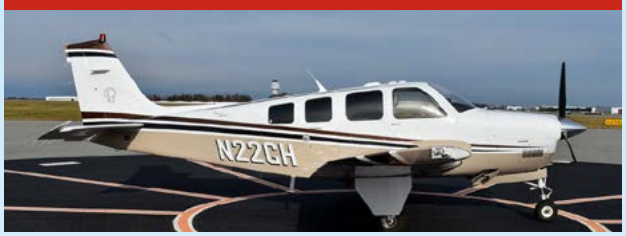
590 TT, Air Cond, Known Ice, Long Range Fuel, G1000 NXi Avionics w ADS-B Traffic & Weather, GTX-800 Active Traffic, GWX-75 Color Radar, Flite Charts, Safe Taxi, Surface Watch, XM Weather and Music, Stormscope, Flight Stream 510, "Like New Paint and Interior", NDH Price = $1,625,000

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

N22GH 2006 G36 BONANZA



1380 TT Since New, IO-500 275 SNEW, Air Cond, G1000 Avionics with WAAS, GFC-700 Autopilot, GTX 330ES, Garmin 800 Active Traffic, D'Shannon Baffles, Interior and Exterior in Beautiful Condition, Price= $699,000

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

N139R 1978 V35B BONANZA



3170 TT Since New, IO-550 200 SFRM, Garmin G500TXI PFD, G500TXI Engine Monitor, GTN-750Xi, GTN-650Xi, GTX-345, GFC-500 Autopilot, FTA Electric Air Conditioning, D'Shannon Tip Tanks, Scimitar Hot Prop, Price= $395,000

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

N5847S 1965 Turbo-Normalized S35 Bonanza



8760 TT Since New, Tornado Alley Whirlwind II Turbo-Normalized IO-550 680 SMOH, 3 Blade Scimitar Hot Prop, Osborne Tip Tanks, Garmin G5 HSI, Century 2000 Autopilot, Dual GNS-430W, Speed Slope Windshield, JPI 730, Price= $149,000

ALL AIRCRAFT COME WITH OUR FAMOUS BONANZA OR BARON SCHOOL!

OTHER INVENTORY AVAILABLE

2015 G36 Bonanza, 2014 G36 Bonanza, 2005 A36 Bonanza, 2003 A36 Bonanza, 2 1991 F33A Bonanzas, 1982 B36TC Bonanza, 1999 A36 Bonanza, 1956 G35 Bonanza, 1975 A36 Bonanza, 1997 A36 Bonanza, 1988 F33A Bonanza

Visit www.carolinaaircraft.com to see YouTube videos of our Aircraft!

Carolina Aircraft Sales Consultants:
George Johnson
"The Bonanza Man"
Dominic DeLuca
Bryan Tuttle
William Byrd

Carolina Aircraft, Inc.

Phone:
(866) 540-0300
(336) 665-0300
info@carolinaaircraft.com

FAA Medicals for Pilots with ADHD?

By Daniel Monlux and Keith Roxo

On August 30, 2023, the FAA announced its "ADHD Fast Track" certification process for pilots with a history of ADHD[1]. Before that, pilots with any mention of ADHD in their medical records or any previous use of related medication who applied for medical certification were required to wait for formal FAA review.

That standard was applied to pilots who briefly took Adderall in elementary school and later went on to successful, unmedicated academic and professional careers the same way it did for those who discontinued medication only a few months before their flight physicals. Obviously, there is a big difference between those two groups of people.

ADHD is growing faster than the FAA's budget.

With the prevalence of ADHD diagnosis nearly doubling in the past 25 years[2], the number of aspiring pilots who need to square their past treatment for the condition has kept a similar pace. The upward trend in antidepressant prescribing[3] has been even more dramatic. Though not as fast as many would wish, the FAA's policies have also changed with the times. Pilots with a past **brief depressive episode** and even those taking medication for well-controlled **major depression** can now successfully qualify for a medical certificate.

Unfortunately, the number of would-be pilots trying to take advantage of those policy changes has outpaced the FAA's budget and staffing by orders of magnitude. The result had been a back-logged medical certification system that took almost a year for pilots with ADHD or history of depression to navigate.

Real-world success can be as good as clinical assessment.

A significant portion of that backlog involves pilots who took medication for ADHD at some point in their past but have not required it for many years. The FAA still cites several ADHD-related mishaps and emphasizes the risk posed by impaired focus and working memory. However, its new ADHD "Fast Track" program allows pilots with a proven track record of unmedicated academic and/or professional success to qualify for medical certification without centralized FAA review.

What does that mean? Truth be told, FAA has not changed its stance on ADHD all that much. No matter when you last had symptoms or took medication, all pilots with an ADHD history are still required to have a current in-depth assessment from a psychologist or neuropsychologist.

What has actually changed?

From a record requirements perspective, the only real difference is that pilots without ADHD symptoms or treatment in the four years before their FAA flight physical are no longer required to see a FAA-trained Human Intervention and Motivation Study (HIMS) evaluator.

So what is all the fuss about?

The real significance of the FAA's ADHD Fast Track program centers around the fact that pilots without recent ADHD issues and a clear bill of health from any psychologist can now receive their medical certificate on the day of their exam.

To those unfamiliar with the FAA's medical certification system, the change might seem subtle. To those who have gone through the full deferment process in the past, it probably seems more dramatic.

How will this affect your application?

For pilots who have not yet applied for a medical certificate, this policy change could save you months of time and thousands of dollars. It's possible that the psychological assessment you need may be covered by insurance or would cost much less than the full battery of tests the FAA used to require. By working with a good AME or consultant to gather the appropriate information before your flight physical, you may even be able to get your certificate on the day of your physical.

Second order effects.

Keep in mind that these direct benefits only apply if your symptoms and treatment of ADHD was more than four years in the past.

For everyone else, there is still some good news. As fewer pilots have their applications deferred and many others are removed from the existing queue, the backlog of deferred medical certificate applications should go down. That would mean reduced wait time for any application in the same bottleneck. We have already seen a dramatic reduction in wait times for standard case review.

There is another, broader impact. Supported by good scientific evidence, the FAA's medical certification policies have long been trending in a more permissive direction. Unfortunately, many pilots are still reluctant to fully disclose their medical histories because of horror stories about the FAA bureaucracy. High visibility policy changes like this one emphasize an important point: If you are safe to fly, chances are the FAA will agree with you. Convincing them usually involves some elbow grease and paperwork. But with the right preparation, it might be easier than you think to stay in the air.

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

References:

1. "Guide for Aviation Medical Examiners | Federal Aviation Administration." *https: //www. faa.gov/ame_guide/dec_cons/disease_prot/adhd* (accessed Sep. 10, 2023).
2. CDC, "ADHD Throughout the Years | CDC," Centers for Disease Control and Prevention, Mar. 31, 2020. *https://www.cdc.gov/ncbddd/adhd/timeline.html* (accessed Sep. 10, 2023).
3. P. Bogowicz, H. J. Curtis, A. J. Walker, P. Cowen, J. Geddes, and B. Goldacre, "Trends and variation in antidepressant prescribing in English primary care: a retrospective longitudinal study," BJGP Open, vol. 5, no. 4, p. BJGPO.2021.0020, Aug. 2021, doi: 10.3399/BJGPO.2021.0020.

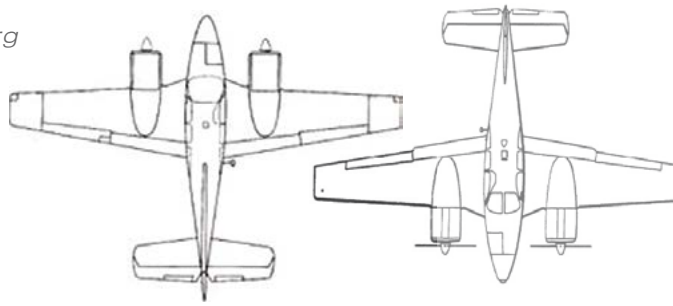






BARON AND TRAVEL AIR

Baron and Travel Air focuses on the unique systems, piloting techniques, maintenance and ownership considerations for the Beechcraft® twins. We encourage ABS members to submit your articles about flying, owning and maintaining Beechcraft® Barons and Travel Airs to info@bonanza.org.



Baron of Mistakes

By John Wallace

Even after decades of flying—from Army helicopter missions to airline operations and now owning a Beechcraft® Baron—aviation still finds new ways to humble me. Here is one of my finest mechanical misadventures.

I was changing the oil in my Baron late one chilly evening after everyone had left the hangar. The regulars at Nashville's John C. Tune Airport—affectionately known as the Tune Bums—had gone home, and I was alone except for my oversized Bill Belichick-style hoodie. I thought it was perfect for the cold. It was not.



Baron owners know that changing the oil is not a graceful procedure. To reach the oil filter you must remove the top cowl, which is a delicate, time-consuming dance if you prefer not to repaint your airplane afterward. With the oil drained, a fresh filter installed, and the safety wire finally conquered, it was time to put everything back together.

A friend had helped me lift the top cowl into position earlier, and I began reinstalling the screws and Camlocks. That's when I dropped a nut.

Not onto the floor, where it could be retrieved with dignity—but directly into the cowl.

I reached in, grabbed the nut, and began to pull my arm back when my hoodie sleeve snagged on a cable. The thick fabric bunched up, trapping me. My arm was now stuck inside the cowl like some aviation-themed Chinese finger trap. I tried to reach with my other hand but couldn't. And then—because this situation needed more drama—the hangar lights went out. Motion sensors. Perfect timing.

Suddenly I was alone, in the dark, with my arm swallowed by my own airplane. If it had been Halloween, I might have claimed I heard a chainsaw start up in the next hangar just to complete the scene.

Thankfully, I had my phone in my back pocket. Every airport has that one person you can call in a situation like this. I'm fortunate—we have several. I called fellow Baron owner Glen Trew, N7817R, who had just sat down to a plate of spaghetti. After a few niceties, I told him I needed an extraction team.

Glen called Dr. Tom Starkey, N18BE, a former combat surgeon and, apparently, part-time Beechcraft® rescue specialist. They soon arrived. When the lights flicked back on, Glen looked concerned. Dr. Tom, however, wore the grin of a man who has replaced human hearts and was delighted to find a lower-stakes challenge. Worst case, he said, he could take my arm off below the elbow and reattach it using my safety wire.

Armed with a container of Aquaphor, Dr. Tom lifted the cable, slid my arm free, and just like that, I was out. No disassembly or amputation required.

Glen later complimented me for not panicking. Of course I didn't panic—I'm a Beechcraft® owner. Besides, I was still flying the four-throttle airplane and needed my right arm!

John Wallace is an Army-trained helicopter pilot, former airline flyer, and current Baron owner who somehow manages to turn routine maintenance into emergency rescue scenarios. He submits these stories so other pilots might laugh—and possibly learn what not to do.

Congratulations to these ABS members who have earned a new ABS AVIATOR status:

LEVEL 1

Arthur Taxman
Port Orange, FL

Aaron Cremona
Tempe, AZ

James Lewis
Roanoke, TX

Otavio Nunes
Dallas, TX

Joel Brashear
Maryville, TN

Eric Spain
Lynchburg, VA

Michael Galloway
Joshua, TX

Bill Pope
Prescott Valley, AZ

Craig Wills
La Vernia, TX

David Wrye
Kevil, KY

Dean Jones
Salt Lake City, UT

Kerstin Held
Seattle, WA

Alex Tudor
Raleigh, NC

Mark Choi
Allentown, PA

Larry Brooks
Ostrander, OH

R. Stephen Smith
Port Orange, FL

Rick Mishler
Phoenix, AZ

Berndt Schmit
Washington, DC

Frank Sanker
Fort Worth, TX

Kevin Kelly
Dallas, TX

Stefano Parisse
Milano, Italy

Bill Sommer
Pagosa Springs, CO

Drew McEwen
Wichita, KS

Jim Bunke
Denver, CO

LEVEL 2

Jason Pate
Bedford, TX

Peter Ross
Lufkin, TX

Stephen Hammers
Brentwood, TN

Tim Cashin
Santa Monica, CA

Bob Martilla
Washougal, WA

Paul Stavrides
Hartsville, PA

Darrel Dilley
La Salle, CO

Utpal Koppikar
Hayward, CA

Richard Greisman
Ardmore, OK

Donald Hanks
Camp Verde, AZ

Jason Abate
Bakersfield, CA

John Bunn
Winter Garden, FL

W. Kirk Rucker
Greensboro, NC

Oliver Wendt
Adrian, MI

Kenneth Drewyor
Eaton Rapids, MI

Evelyn Floyd
Jerome, ID

Gregory Fogle
Bella Vista, AR

Bill Griffith
Indianapolis, IN

LEVEL 3

Ken Hansen
Fitchburg, WI

Kevin Ash
Roswell, GA

John Cronley
Sarasota, FL

Peter Zajkowski
Poughkeepsie, NY

Ben Sensing
Nashville, TN

Adam Scull
Hockessin, DE

Robert Dunlap
Savannah, GA

Alberto Bassignana
Leon, Mexico

Ken Urquhart
Wedowee, AL

LEVEL 4

Norman Kolb
Tijeras, NM

Ian Campbell
Miami, FL

Murray Gerraty
Donvale, Australia

Charles Kinard
Tuscaloosa, AL

Rick McPherson
Butler, PA

LEVEL 5

John Goerzen
Goessel, KS

James Grefsrud
Morristown, AZ

Robert Boston
Atlanta, GA

Donald Jones
San Antonia, TX

MASTER ABS AVIATORS

Stanley Dammel
Odessa, WA

John Douglas
Granite Falls, NC

William Stoelt
Lynden, WA

James Armstrong
Santa Barbara, CA

Steve Palmer
Hernando, MS

Dale Burgdorf
Plano, TX

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.***

Joe Miskovich (2023)
Fenton, MI



Some of the planes parked during Saturday, with the city of São Joaquim da Barra in the background.

Brazilian Bonanza Society 20 Ye

By Luiz Gustavo

Back in 2005 we had a casual meeting at the ABS tent in Oshkosh about a possible Brazilian Regional being created here. Brazil is a huge market for general aviation, with more than 5,000 airports and 15,000 airplanes of several brands being flown in a country with good weather, large distances, and good topography. Besides, Beech airplanes are very popular among pilots and owners, especially Bonanzas, Barons, and King Airs.

We were encouraged to create the Brazilian Bonanza Society (Bonanza Clube do Brasil), with ABS support and also a lot of enthusiasm. Our first official meeting saw a total of 12 airplanes, back in 2007. Through the years more planes came in, resulting not only in a Beech gathering, but other different models from other brands. We decided that it was then time to start inviting some companies to help fund the costs of the event, and then we named it officially as Bonanza Fly-In. Over the years we have grown to a two-day event that takes place in June/July (our wintertime here), with more than 50 exhibitors, 2,000 people attending, 150 airplanes/helicopters, and several attractions, including air shows, classic car display, live music, and our traditional Bonanza Squadron performing formation flights.

The airport that hosts the event (SDJO) is one of the oldest in Brazil, built in 1932 and with a typical passenger terminal of the 1950s, when a Douglas DC-3 from Cruzeiro do Sul airline boarded passengers and cargo to Campinas and São Paulo. With a paved runway of 4,500 feet and total area available of 118 acres, there is plenty of space to grow in the coming years.

Bonanza Fly-In is today one of the largest aviation events in Brazil and is getting bigger and better every year. We encourage all fellow ABS members to consider visiting us next year!





ear Celebration



Breitling Squadron, performing a 30-minute show during the event with 3 Ran's airplanes.





Bonanza Clube do Brasil display and gathering area





Rudder Pedal Repair

By Rich Prillinger

Recently, I undertook a minor repair to my Beech Baron based on the information in a Lew Gage article from the '90s. I contacted Lew during the repair for some advice. After exchanging a few emails about the topic, he encouraged me to write up my experience. This is the result.

During a recent annual inspection on our 1973 B55, my IA commented that I should take a look at the pilot side rudder pedals for looseness. Lew Gage wrote an article in the November 1989 *ABS Magazine*, "Egg Shaped Holes," that spoke to the condition. With credit to Lew for the original article and procedure, I wanted to share my experience making this preventative repair. What makes this preventative? If unaddressed for long enough, eventually the holes will elongate sufficiently to be more difficult to repair with replacement of the rudder pedal arms themselves a possible outcome, a much more costly undertaking in both parts and time.

Turn the nose wheel fully in one direction with a towbar on the ground, or while on jacks. This helps with pedal access by moving one pedal forward. After removing the pilot seat, lay on your belly on the pilot side wing spar and remove the cotter pins and three bolts keeping the forward pedal attached. I found it much easier to remove the brake cylinder bolt first (the top pivot point). Once the top brake pivot is disconnected, the pedal can swing forward improving access to the bottom two nuts and bolts. Turn the nosewheel the other way and repeat for the other pedal. Access here is challenging; some old pillows or blankets on the spar will help ease things.

Clean everything and assess what you have – you will probably see egged-out holes on the rudder arms themselves while the brake pedals may be nice and round (**Photos 1 and 2**).

A parts list is at the end of this article. First, I carefully drilled out the egged-out holes with a slightly smaller than 1/4" drill, then reamed them to exactly 1/4" after drilling. The original holes are 3/16, so this is only slightly larger. The trickiest part of this is ensuring the holes remain perpendicular and that the drilled holes are as close to the original hole center as possible. A variety of bit lengths and a 90-degree adapter or pancake drill can help. The perpendicularity problem exists only for the first hole in each pedal. For the second hole you may use the first as a guide if you have a long enough drill bit. I found some luck C-clamping a bolt-drilling jig to the pedal to keep it perpendicular for the first drill (**Photo 3**); a small square, a steady hand, and good eye could likely produce acceptable results,



Photo 1



Photo 2

but a jig is better. The magnesium arm drills easily, so go slowly.

Once the holes are drilled out, bushings can be inserted. They should be tight. Squeeze the bushings in with a C-clamp or flat pliers (**Photo 4**). Do not use a hammer or other tool that would impart a sideways force on the pedal arm. Test fit your new bolts and ensure they freely rotate inside the bushing as well as through the holes in the pedals. Double check alignment of the bushings across both sides of the pedal. I did so with an old AN3-44 bolt. If not fully aligned, the pedal will not freely rotate and will wear counter to your desires. Going forward, we want the relatively cheap bolt to wear, not the expensive pedal or the arm parts. And do not undertake all this work only to reuse the old worn bolts! **Photo 5** shows the completed bushing install.

Reassemble in reverse, attaching the lower pedal pivot points first, including cotters, then the top brake cylinder

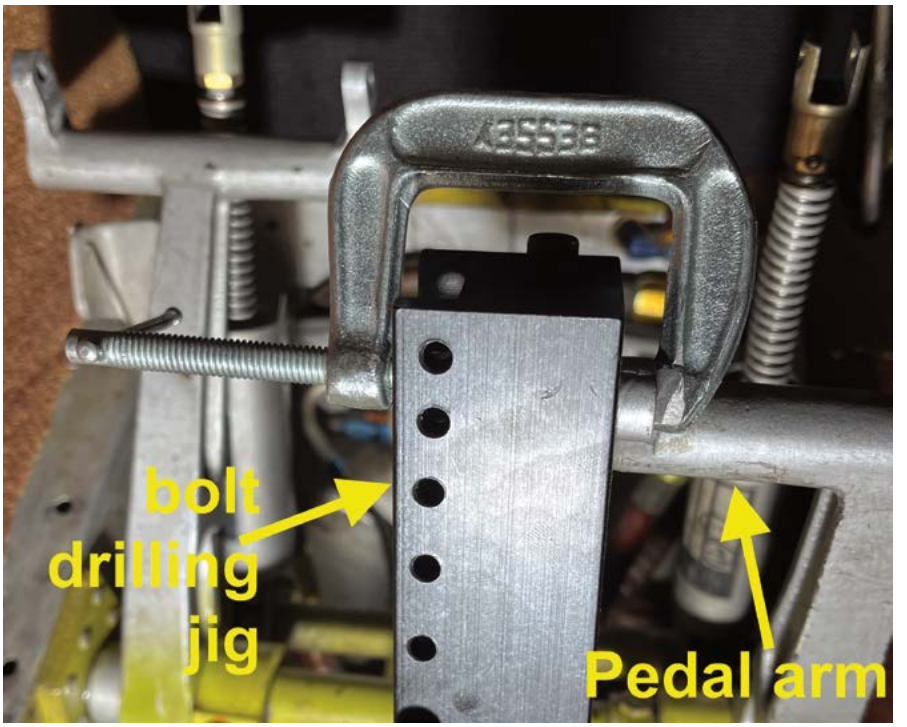


Photo 3

Major Sheet Metal Repairs, Flight Controls, and Wing Specialists



All Bonanza through King Air Models

BIGGS AIRCRAFT

Phone: **405-258-2965**
Fax: 405-258-3016
www.biggsaircraft.com
E-mail: *biggsair@yahoo.com*
Location: Central Oklahoma
Certified Repair Station #BA2R709K

MICRO VORTEX GENERATORS

Beech Barons & Bonanzas
....just to name a few

Over 700 Models
FAA-STC Approved



Micro VGs are installed on the leading edge of the wings and on tail surfaces to help keep air attached longer at slower speeds. This reduces the Stall Speed, improves controllability, improves characteristics, creates a more stable instrument platform and gives better aileron response and rudder authority.

MICRO AERODYNAMICS INC.
Vortex Generator Technology

(800) 677-2370
4000 Airport Road, Suite D
Anacortes, Washington 98221
(360) 293-8082 FAX (360) 293-5499
www.microaero.com micro@microaero.com

Available for Twins & Singles
Kit Price
$750 to $3950

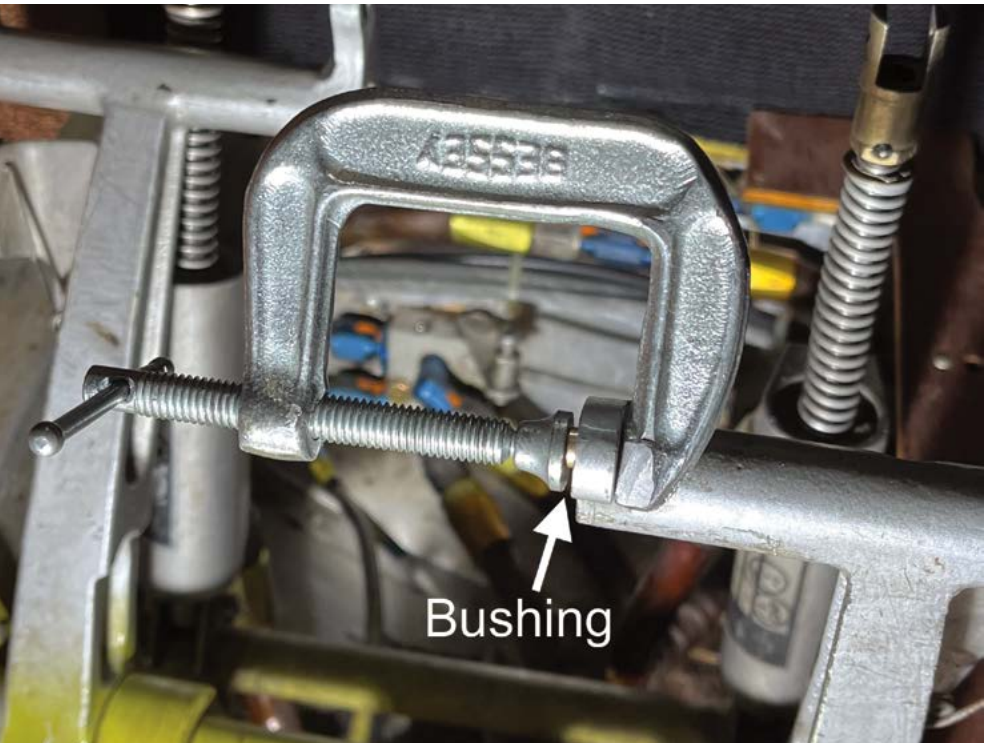


Photo 4

attachment. Ensure the lower pivot point nuts are snug enough that the bolts rotate with the pedal motion, keeping the wear point where we want (the bolt-bushing interface). Lubricate the joints with a drop or two of motor oil or other lubricant and then go enjoy your no-slop brake pedals.

Lew rightly insisted I mention one inspection that should be done while you are nearby. While this should be a part of every annual inspection, there is no reason not to take another look. Under the pilot feet floorboards, you can view this area (**Photos 6 and 7**). Any force applied to the pilot side right rudder pedal passes to the airframe through a single pin (**Photo 8**) that joins the upper pedal arm (where your foot presses) to the lower rudder arm, which then transmits this force to control cables. If the upper and lower pedal arm bushings are worn on the pedal shaft, the two parts can develop a gap between them rendering the

BEECH PARTS – ALL MODELS

Musketeer/Sport/Sundowner/Sierra/Skipper/Bonanza/Debonair/T34/TravelAir
Baron/Duchess/Duke/TwinBonanza/QueenAir/KingAir/99 & 1900/Airliner

One of the largest "all-Beech" inventories in the world

Structural, Landing Gear, Flight Control, Accessories, Instruments, Kits, Hardware, Interior Parts, Etc. Since 1969, your best source for affordable genuine replacement parts; call the Beech Specialists…

ARRELL AIRCRAFT SALES, INC.
SPECIALIZING IN BEECHCRAFT PARTS
701 Del Norte Blvd., Unit 220
Oxnard, California 93030
(805) 604-0439/FAX (805) 604-0429
www.arrellaircraft.com
e-mail: BeechedOut@aol.com
(Minutes from Camarillo & Oxnard Airport)






Photo 5

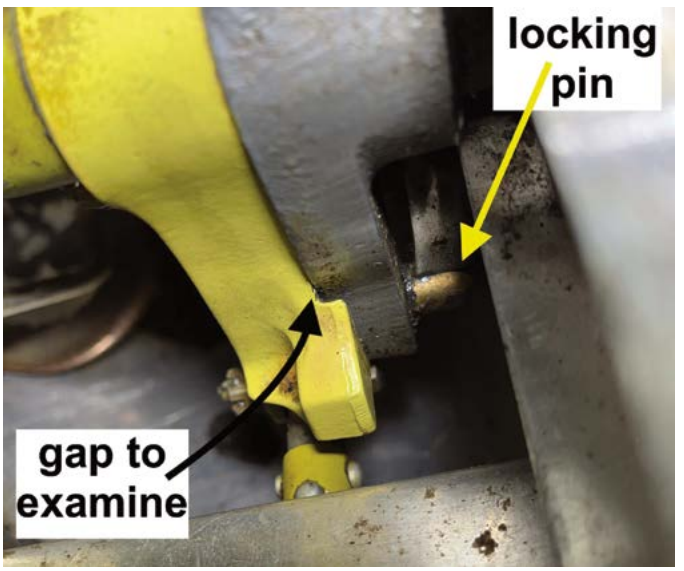
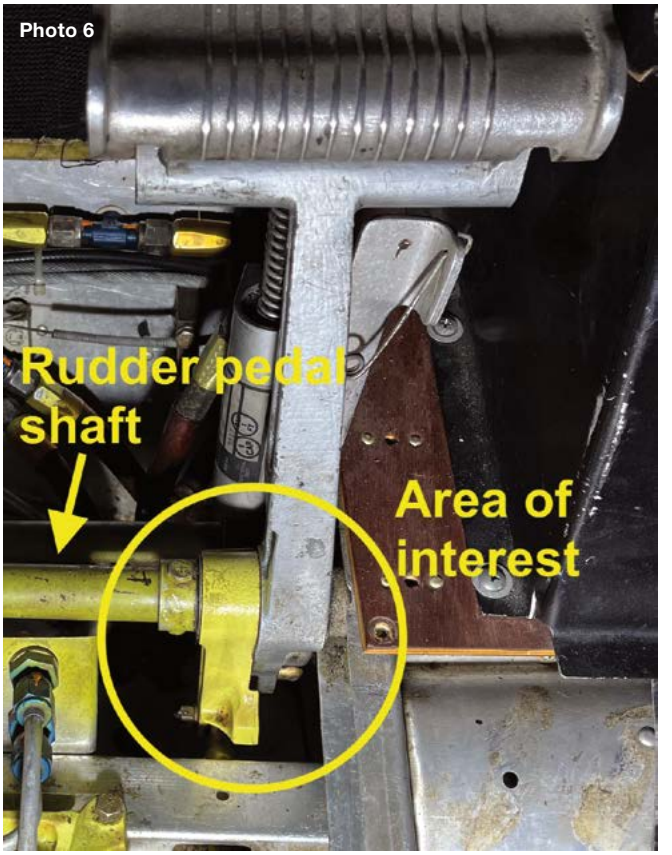


Photo 7



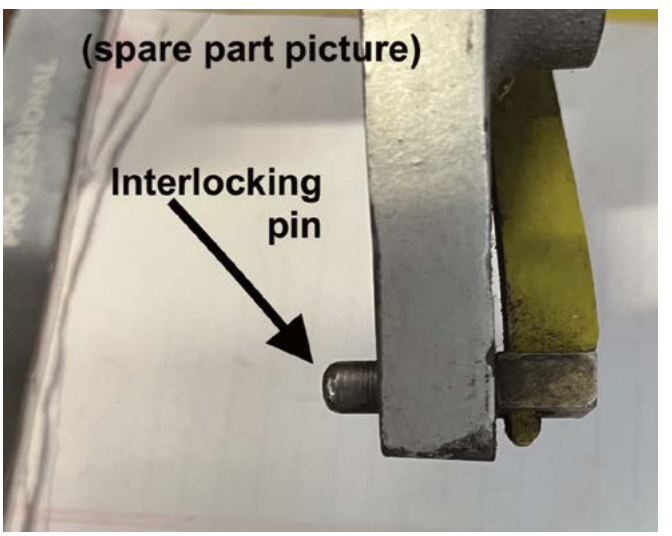


Photo 8

connecting pin less effective, and in extreme cases, a disconnection of the two parts with resulting loss of right rudder pedal input to the rudder and nosewheel. Using your hand force only, push these two parts away from each other and inspect the gap created. Much greater than a 1/32" gap should be looked at more closely by your mechanic.

This is a tiring job, but when done should provide years of trouble-free operation and help extend the life of your airframe. While I am not a licensed mechanic, this work was performed under the supervision of one.

Parts list:

- qty(4) 1/4" OD, 3/16" ID Bushings, McMaster-Carr 6381K501
- qty(1) .248" drill bit, McMaster-Carr 2958A97
- qty(1) .250" reamer, McMaster-Carr 3026A27
- qty(1) .1875" reamer, McMaster-Carr 3026A23 (Only needed if your new bushing ID is slightly too small or not perfectly aligned, may not be required.)
- qty(4) AN3-10 bolts, AN960-10 washers, AN310-3 nuts, MS24665-132 cotter pins for pedal pivot point (confirm with the parts catalog for your airplane)

(I have no allegiances to McMaster-Carr, their online catalog made it easy to find these parts.)

Rich Prillinger is a CFI / MEI / ATP and ABS Recognized Flight Instructor, and flies a 1973 B55 Baron out of San Carlos, California.

Flying to France: Saint-Pierre by Bonanza

By Matthew Davis



We could see most of the island, just not the airport

My wife Andrea and I have talked about visiting Newfoundland for a long time, but we were never quite able to find the motivation to make the journey there by way of the airlines. Add a Bonanza into the picture, though, and the journey becomes a significant part of the adventure. Challenge accepted!

A little background to help set the stage: I'm an instrument rated private pilot with just over 500 total hours, 380 of which have been in our A36 Bonanza. I've logged just over 400 hours cross-country time and 120 hours in instrument and simulated instrument conditions. My wife is not a pilot, but she's fantastic managing the radios and GPS. Having flown with me for a significant percentage of my cross-country time, she is quite familiar with my workflows and keeps a close eye on my actions and the airplane configuration. She's an excellent resource on every flight. This would be our second international flight.

To make the most of our travel, we started researching other destinations we could stop at along the way and Saint-Pierre, a small French territory and archipelago off the Canadian east coast, caught our attention. Just a few months ago, I didn't even know this place existed. After a little research, we were just as excited about visiting Saint-Pierre as we were about Newfoundland.

Next came fuel stop planning. Charlottetown on Prince Edward Island in Canada was along our route, has been on our travel wish list, and seemed like the perfect pit stop on our trip north. For our return flight, we needed an airport of entry as well as fuel and Bangor, Maine, fit the bill.

Our planned route

KBGM (Binghamton, New York) to CYYG (Charlottetown, PEI) for a one-night stay; CYYG to LFVP (Saint-Pierre, France) for a one-night stay; LFVP to CYYT (St. John's, Newfoundland) for two nights; and back to KBGM via KBGR (Bangor, Maine).

Now it was time to tackle the logistics of landing at three remote airports in two foreign countries with two significant water crossings.

First things first: Safety

We've made a few water crossings before, but always over warm and busy waters. This one was neither of those, so it was time to add

a life raft to our safety kit. We considered renting a life raft, but given the frequency with which we find ourselves over water and the cost of renting after shipping to/from Binghampton, we opted to purchase a raft to keep onboard. The rest of the safety gear was already in place.

Cockpit data and charts

We already had the Garmin AMR-N (Americas North) database and, after some research, we were able to confirm that Saint-Pierre (officially France) is included in that database. We also upgraded our ForeFlight subscription to include Canada. Unfortunately, ForeFlight doesn't cover France, so we were back to the days of paper charts for our procedures in and out of Saint-Pierre. We downloaded and printed the LVFP Aeronautical Information Publication (AIP) charts through the SIA AIP Viewer (*www.sia.aviation-civile.gouv.fr/vaip).* This provided all the STARs, approach plates, SIDs, and a lot of other great details for LVFP.

ADS-B is not supported outside the U.S., so for enroute weather data we secured a SiriusXM Pilot for ForeFlight subscription, after confirming that our routes were within its service coverage map. Spoiler alert: That plan didn't go as expected.

Customs clearance considerations

Four border crossings in one weekend was pretty intimidating to approach, but looking back the new-to-me processes for getting in and out of Canada and France were easy to manage. We already had our radio station license, radio operator permit, Customs and Border Protection (CBP) decal, and eAPIS account behind us from a previous trip to the Bahamas. So for U.S. Customs it was just a matter of filing the Notice of Departure and Notice of Arrival through the eAPIS system and putting in a call to Bangor CBP a couple hours prior to departure and again just before boarding to confirm our estimated arrival time into Bangor.

The Canada and France Customs processes were even easier. For Canada Customs, we put in a call to CANPASS (1-888-226-7277) two to 48 hours before our border crossing and again upon



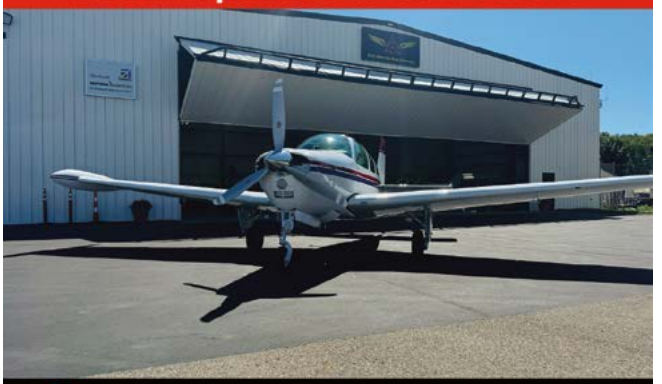
On vectors for the ILS RWY 26 into LFVP



Final for RWY 26 into LFVP



Like something out of a storybook

KALAMAZOO AIRCRAFT INC.
Beech Specialists Since 1995

Custom Engine Installations
Major & Minor Repairs
Annual Inspections
Pre Buy Inspections
Altimeter/Transponder Cert
JPI Engine Monitors
CiES Digital Fuel Senders
Tip Tank Installation
Beechcraft
TEXTRON AVIATION
AUTHORIZED SERVICE FACILITY
(269)381-0790
Located at KAZO
www.KalamazooAircraft.com
FAA Repair Station K9AR289N

Alpha aviation
1.800.653.5112
cs@alphaaviation.com
9am-5pm M-F CT
SHOULDER HARNESSES & LAP BELTS
REPLACEMENT, MINOR CHANGE, PMA, OEM, and STC
INERTIAL REEL and FIXED STRAP OPTIONS
VARIETY OF COLORS AVAILABLE
2PT and 3PT RESTRAINTS
FRONT and REAR SEATS
AMSAFE® QUALITY
HYDRAULIC AIRCRAFT JACKS
EASY TO SHIP, EASY TO MOVE
1 JACK = MANY HEIGHTS
CLEARS GEAR DOORS
3- & 8-TON CAPACITY
FROM 24" to 93"
Over 12,000 Sold Since 1995!
www.ALPHAAVIATION.com

landing in Canada. For Saint-Pierre, we emailed our flight details to Le Service de l'Aviation Civile (*sacspm@aviation-civile.gouv.fr*) and Saint-Pierre Airport Operations (*ops@lfvp.pm*), who arranged to have Customs and Immigration staff available for us on arrival.

Departure day

We launched our journey on Thursday morning from Binghamton on an IFR flight plan and enjoyed a smooth and mostly VFR flight into Charlottetown. The CYYG METAR is not broadcast by radio, but Moncton Center offered up the weather details when we were 50 miles out, cleared us for the RNAV 21 approach, and handed us off to Charlottetown Radio.

Though Charlottetown does not have a formal control tower, Charlottetown Radio acts as an advisory tower. They took care of closing our IFR flight plan on arrival, directed us to transient parking on Apron 2, and issued our IFR clearance for departure. Customs clearance was a quick call to CANPASS from the apron, and fuel was available at the self-serve pump on Apron 2. There's no FBO at CYYG, but there is a pilot lounge adjacent to Apron 2 with a door code (Monton Center frequency followed by #) for getting in and out of the airport. Downtown was a short taxi ride away and once there it was very walkable for exploring the shops and restaurants.

Onward to Saint-Pierre

The next day started with a weather briefing for Saint-Pierre. After seeing a lot of LIFR days ahead of our trip on the Saint-Pierre METAR, I was pleasantly surprised to find the LFVP METAR was reporting CAVOK [Cloud and Visibility OK] with the TAF forecasting ceilings as 200 feet at 14:00. With an 11:00 ETA, we were expecting a drama-free arrival into LFVP.

A quick taxi ride back to the airport and an IFR clearance from Charlottetown Radio and we were on our way. Unfortunately, we quickly learned that our SiriusXM weather was going to let us down on this trip. It wouldn't receive data again until we were nearly back in U.S. airspace on our return trip. This left us feeling a bit exposed on this flight and even more so on our flight to Bangor.

As with Charlottetown, the LFVP METAR is not broadcast by radio, but when we were about 125 miles out from LFVP we received a weather update from Gander Center. Winds calm, fog with 200 foot ceilings, and RVR2000. This was not going to be the visual approach I was hoping for, so out came the paper approach plates. Minimums for the LFVP ILS RWY 26 are 200-foot ceilings and RVR700 meters. This raised the question: Was the RVR reported by Gander Center (Canada) in feet or meters? I called Gander Center to clarify and found they were asking themselves the same question, but didn't know the answer because, "Well…it's France." This was also the same response I received when I asked if they could tell me which approach to expect.

Twenty miles or so later, I was able to contact Saint-Pierre Approach to clarify. Unfortunately, it wasn't going to matter much, because now they were reporting ceilings below 100 feet and RVR400. Looking out the window ahead of us, we could see a thin marine layer blanketing the island and decided to ask them a bit more about what they were actually seeing out the window.

They reported that the airport was under thick fog and that we would be unlikely to see the airport if we attempted the approach. With that, we called back to Gander Center to divert to St. John's where the weather was reported as 500-foot ceilings.

Enroute to St. John's, we flew by Saint-Pierre and could see most of the island, just not the airport.

We figured it was worth another call, so we switched back over to Saint-Pierre Approach. They reported back ceilings at 300 feet, RVR3000, and large areas of blue sky. With that, we called back to Gander Center to change our route back to Saint-Pierre and turned inbound to join the ILS 26. As we were joining the approach, the conditions went CAVOK and we were cleared for the visual approach.



Arrival adventures

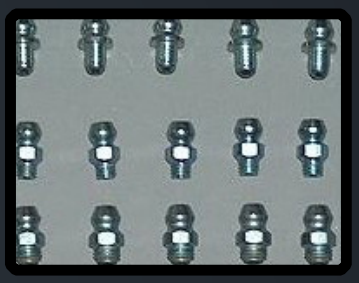
Upon landing in Saint-Pierre, we were met planeside by a Customs agent and walked through the formal Immigration and Customs processes that you would expect at a major airport. After clearing Immigrations and Customs, we began the process of trying to get back out to the airplane to refuel and move the plane to the assigned parking stand. Unfortunately, we arrived at the airport as everyone was leaving for lunch. After a phone call to the tower, we were met by a Customs agent who let me out on the apron (who then left for lunch). I was met at the fuel stand by two gentlemen rolling out two 55-gallon barrels of 100LL. This was my first time fueling from barrels, which I found entertaining. After I finished fueling and moved the plane over to our assigned parking stand, I asked the gentlemen how much I owed them for the fuel. Their reply: The fuel was free. I tried multiple ways of rephrasing the question thinking something was lost in translation, but it turns out the fuel had been delivered in September 2023 and had exceeded the standard 12-month storage period. A liability waiver confirmed the transfer was a "donation" and indeed free. While I was certainly appreciative of the free fuel, the idea of putting substandard fuel in my plane was a bit concerning. Had I known this prior to putting the fuel in my plane, I likely would have deferred refueling until our arrival in St. John's.



PERFORMANCE AERO

OVER 40 YEARS OF DEDICATED SERVICE AND QUALITY PRODUCTS FOR BEECHCRAFT BONANZA AND BARON OWNERS



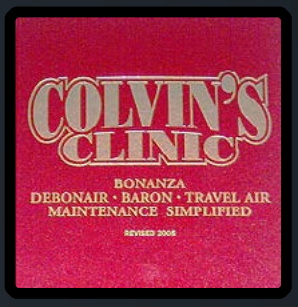








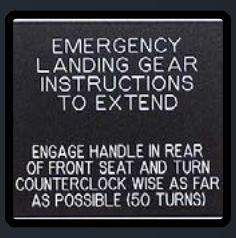






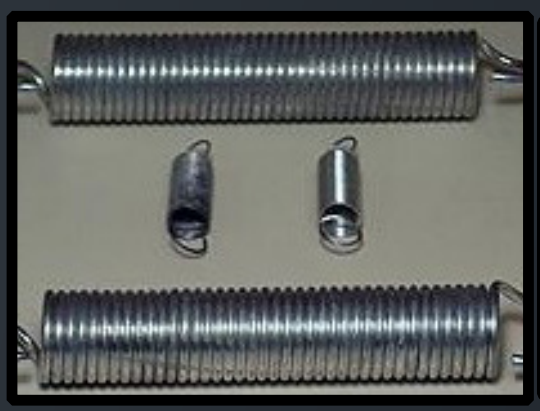














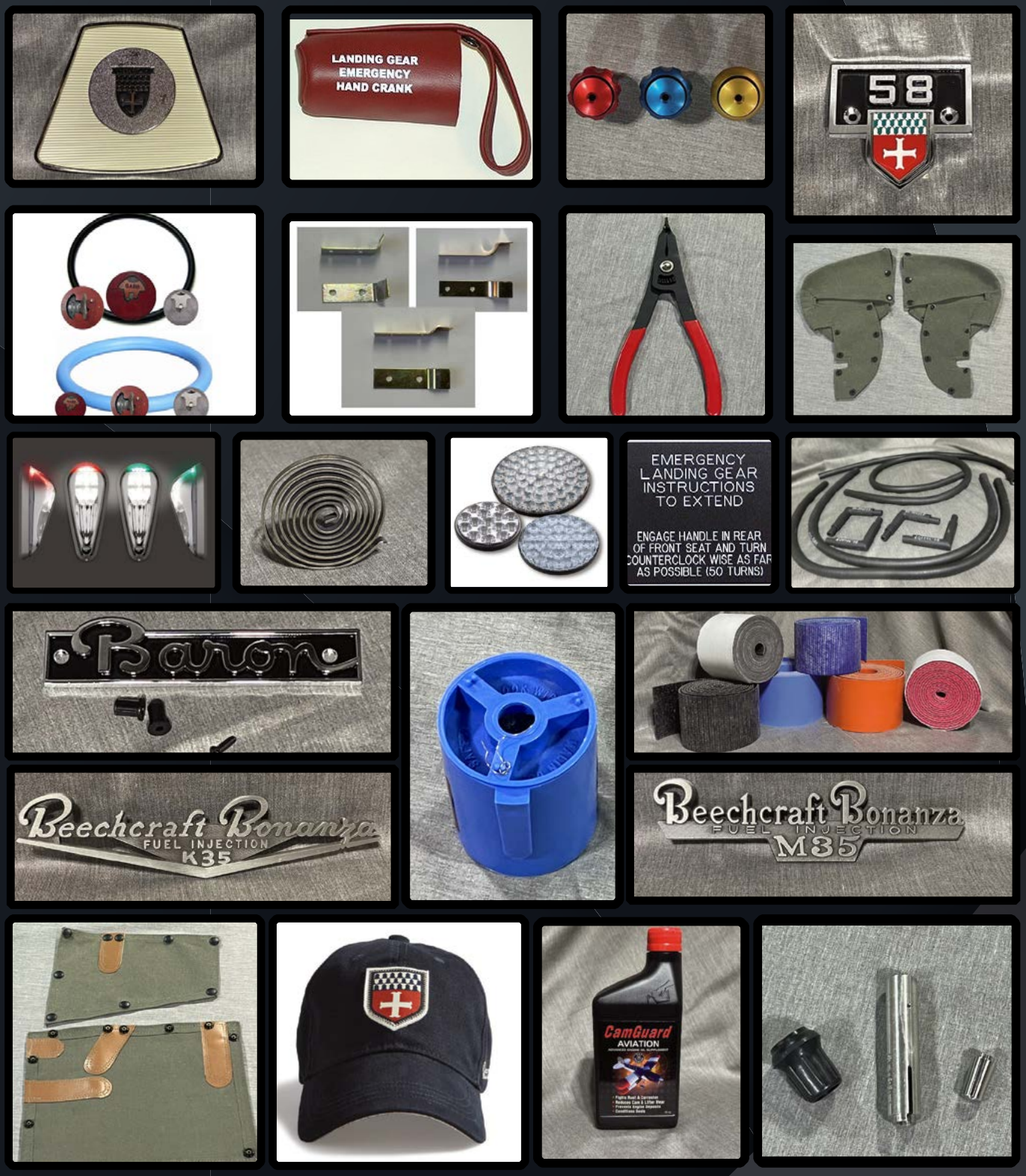








PERFORMANCE AERO 20460 FRIENDS ROAD, GREENLEAF, IDAHO 83626 | (208) 454-2078



(800) 200-3141

www.performanceaero.com | sales@performanceaero.com





My next adventure was trying to get back into the terminal. Everyone had left for lunch and all the terminal doors were locked. My wife enjoyed the entertaining sight of me floundering around outside trying to figure out my next move. I was able to track down the gentlemen who helped me with the fuel and they let me out of the airport through a side gate. By this time the airport was LIFR again, making us grateful that we were able to get into the airport and enjoy a beautiful view of the island on our approach.

After a short taxi ride to Hotel Robert, we began our adventures around town. We arrived at lunchtime and enjoyed a nice lunch at the restaurant attached to Hotel Robert. After lunch, we explored the waterfront and soaked in the world-class scenery followed by some shopping and a pub stop. Saint-Pierre is an absolutely beautiful place. It's truly like something out of a storybook. We were grateful that Andrea made dinner reservations ahead of our trip, as the restaurants filled up quickly and all seemed to require reservations. Note to those who plan to travel to Saint-Pierre: Not only are all meal reservations highly recommended (it seemed anyone without a reservation was turned away), but hotels should be booked well in advance. More on this later. Dinner wrapped up our day, and we were back to the hotel giddy about our amazing day and ready for bed.

Change of plans

Our fortunes turned on us Saturday morning as I pulled up ForeFlight to check the weather for our late-morning departure to St. John's. Bad news: The night brought in heavy rain and winds and the TAF was forecasting 35-45 knot direct crosswinds at LFVP all day. It was obvious we needed to start working to secure another night of accommodations in Saint-Pierre.

Unfortunately, Hotel Robert was fully booked for Saturday night and after an extensive search for a room elsewhere, we had exhausted our options. Before resigning ourselves to sleeping in the airport that night, Andrea solicited the help of the front desk staff at Hotel Robert and after another extensive search they were able to secure a room in a house that was being remodeled for use as an Airbnb. While not yet officially available for rent, they welcomed us in for the night anyhow and we were grateful for their hospitality.

With LFVP being closed until 2 p.m. Sunday and a Tuesday morning meeting in Asheville, North Carolina, on our schedule, we decided to scrub our plans in St. John's and begin our return flight to KBGR Sunday afternoon.

After making a nice breakfast at the house, we prepared to make our way to the airport. This presented yet another challenge. Despite much effort, including a call to the local tourism office, we were unable to find a taxi that was working on Sunday and eventually decided to make the 2.5 km walk to the airport, lugging our A36-sized load of luggage with us. As we were passing by Hotel Robert, we decided to see if they could help rescue us once again. Within minutes "Taxi Bob" was pulling up to the front door. I can't say enough about the excellent service at Hotel Robert. They definitely went out of their way for us on more than one occasion.

Once at the airport, we met with the aerodrome forecaster for a weather briefing. Conditions along our route to KBGR were IFR until

reaching Nova Scotia, with some areas of light rain and scattered storms forecast to pop up just east and west of our route. After reaching Nova Scotia, the remainder of our flight would be free of any weather-related risks. Departure from LFVP was smooth and we were soon in cruise flight trying to get our SiriusXM weather to cooperate, to no avail. I let Gander Center know our weather radar was inoperative and asked them to let us know if they see any weather ahead of us that we should be concerned about. To our dismay, it seems their weather radar doesn't work well over the Gulf of St. Lawrence, so they could be of little assistance. I received the same feedback when we made the switch over to Moncton Center. We encountered areas of light rain and heavy IMC, but little turbulence. Once over Nova Scotia we were left with only a thin layer of clouds for the remainder of our flight to Bangor and on Binghamton.

Final thoughts

While the trip didn't go exactly as planned, it did go exactly as it should. We really enjoyed each of the flights and our time on the ground in PEI and Saint-Pierre. We also have a good excuse to venture out to Newfoundland next summer.

I definitely learned a lesson from being caught off guard by the loss of cockpit weather data along with the limited support from ATC for weather avoidance. While I knew SiriusXM coverage was going to be a bit of an experiment, I took the availability of ATC weather avoidance support as a given. Had I known coverage was not available or even limited, I would have made the investment in setting up Starlink in the airplane for inflight internet service. I'll be using this as a good excuse to get Starlink set up before our next offshore trip.

A couple nuanced areas that I had considered but failed to fully understand prior to the trip were the need to receive ATC approval prior to engine startup at LFVP and the fact that you cannot arrive or depart outside of ATC operating hours. I knew these were things that might come into play, but I didn't fully educate myself prior to our arrival there.

For anyone planning a trip to LFVP, I would recommend being prepared for QNH (altimeter) and RVR conversions. After all, isn't this what took down the space shuttle? Altimeter settings from LFVP are given in hectopascals and RVR is given in meters. Be prepared to do some quick conversions in flight.

Owning and flying a Bonanza has been a dream come true in itself. But beyond the direct enjoyment of flying such a beautiful machine, it also spurs and facilitates new adventures and provides endless opportunities to create lifelong memories. Andrea spotted a sign in the Charlottetown pilot lounge that read "Travel: The only thing you will buy that makes you richer." I think the Bonanza is synonymous with travel and certainly believe Ole' Bessie, our 1974 A36, makes our lives richer.







Honoring a Hero:
Granddaughter Reconnects with Late WWII Aviator Through His Airplanes

By Lee Sample

Though she never met her grandfather, Lee Sample says she's always felt his presence — especially when looking toward the sky. Her maternal grandfather, Albert Archie Fletcher, served as a bombardier in the U.S. Navy during World War II, flying combat missions in the Pacific Theater and the Aleutian Islands. Fletcher survived the war, earning the Distinguished Flying Cross and five Air Medals for his bravery under enemy fire and his precision in striking key targets.

After returning home, Fletcher married, had four children, and pursued his passion for aviation as a civilian. He co-owned several planes over the years, including a 1957 Cessna 182 and a 1955 Beechcraft® Bonanza, the latter of which he owned at the time of his tragic death in a plane crash. On October 26, 1974, Fletcher caught





a ride from Torrance, California, with a 26-year-old pilot who was eager to show Fletcher his dad's new airplane, a Cessna 172. The plane was bound for Columbia, California, where Fletcher's Bonanza was parked. Unfortunately, a co-owner had struck a deer on the runway the week prior, damaging a wing flap on the Bonanza, and Fletcher was heading north to help repair it. They hit inclement weather over the Tehachapi Mountains near Lebec, California. Their visibility was reduced to just a quarter of a mile and, unfortunately, the airplane crashed into a mountain slope, claiming the lives of everyone aboard. Lee's dream is to buy land in Lebec and build a cozy cabin there, affectionately naming it "Grandpa's Place." Here she hopes the future generations of her family can rewrite the narrative of the land.

Last summer, Sample's connection to her grandfather took flight — literally. After months of research, she tracked down the current owner of her grandfather's 182, which is still operational nearly seven decades later. The airplane's owner invited Sample to visit from her home in Arizona to Kentucky to see — and even fly — the same aircraft her grandfather once piloted.

Recently, another remarkable discovery brought Fletcher's memory even closer. Sample found an old photo of her grandfather wearing a pilot's cap with a patch she couldn't quite identify. After sharing the image with an aviation group online, members quickly

recognized it as the insignia of the American Bonanza Society. One member reached out to Sample and shared a picture of the exact patch from his late father's collection and offered to gift it to her. That patch now adorns the front of a custom bomber jacket Sample created to honor Fletcher's life and legacy. The jacket features insignias from the five Navy squadrons her grandfather served in, along with emblems celebrating his love of bronc riding and aviation. Front and center on the back: a large Beechcraft® patch, a tribute to the airplane he loved most.

Sample has recently published her first children's book, *Grandpa's Place*. The book is a universal story about belonging and love that spans the generations. It imagines how Sample would have spent time with her grandfather,





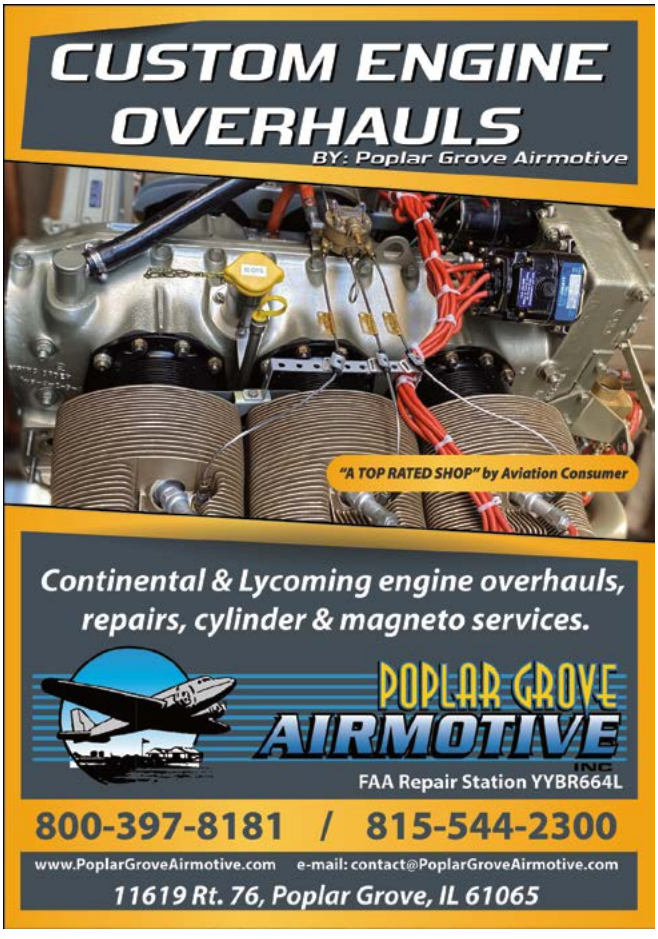
"watching the clouds go by and the planes fly high." The book is available on Amazon.

Ed. note: Albert Fletcher's F35 Bonanza, N4255B (D-4259), is still active and registered to an owner in Scottsdale, Arizona. You can follow Sample's journey on her Instagram @FindingFletcher26.





Be a Part of the *ABS Magazine* Team



As shown by the wide range of authors whose articles are published in *ABS Magazine*, it is largely a member-written periodical. Each issue is also checked during development by a small group of volunteer members called the Technical Edit and Review Team (TERT). Each member of the TERT proofreads all articles to ensure each one is technically accurate and grammatically correct. Any errors are corrected at that time.

Tom Rosen, a long-time TERT member wrote, *"When I first joined the ABS (#2969), the newsletter was a four-page black and white fold-out. I'm not sure but that was likely 1970. There were no photos, just good communication between members and a fellow by the name of Norm Colvin. I always read it the day it arrived. The ABS Board president at that time asked me to become a member of the TERT maybe 20 years ago, and I agreed immediately. It's been very rewarding ever since, particularly working with 'The Great One,' Stu Spindel."*

Stuart Spindel, also a long-time TERT member wrote, *"I am pleased to donate my time editing the American Bonanza Society magazine because it keeps our aviation community tight-knit and accurately informed. Sharing tips, stories, and safety information helps our members fly smarter and safer."*

If you have an extensive technical knowledge of the Bonanza and/or its derivative aircraft and have an excellent command of the English language and would like to be part of the TERT and the *ABS Magazine* team, contact Tom Turner at *tom@bonanza.org*.

Uncertainty is Optional



EDM-930



EDM-900

Certified Primary, Replace all your engine instruments. One Screen with 30 Functions. Records engine data and location. With the 930 on board, you can remove all of your old engine gauges and open additional, valuable panel space. 6.0" X 5.2"



EDM-830



EDM-830 horizontal



Certified Primary, Replace all instruments! 3.118 Mount. One Screen. *Over 30 Functions.* Records all flight data. The EDM900 can be placed vertically or horizontally. Fits any panel 4.8" X 3.44"

The EDM-830 is an advisory instrument with all the functions of the JPI primary instruments,. 3 1/8 mount is offset to allow a vertical or horizontal fit in any panel. User can customize readout display. 3" X 4"

Your engine's sound tells a lot about its health. Quickly glancing at your JPI EDM confirms your current engine's performance, warning you immediately if any engine parameter is exceeded. Diagnose post-flight engine performance using our free EzTrends software. Trusted by pilots, JPI has the best EDM's for advisory or primary instrument replacement. Available for 4,6,7,8,& 9 cyl

JPI
Technology that works

SALES: 1-800-345-4574
jpinstruments.com

GA NEWS

South Seas Ventures Sold

Long-time Beech aftermarket parts supplier South Seas Ventures announces it has been acquired by McFarlane Aviation. All PMAs [Parts Manufacturing Authorities] are being transferred and South Seas' existing inventory has been moved to McFarlane's facility in Kansas. Orders are now being processed by McFarlane.

South Seas' past owner Michael Kobylik wrote on BeechTalk: "I have had a ball over the last 24 years with SSV looking at parts for Bonanzas and Barons, talking with many of you about seemingly out-of-control prices from the OEM, thinking about better ways to engineer stuff, and yes, building a pretty good relationship with the FAA that really opened the door for obtaining design approvals. All of this ultimately to make better engineered parts available to the General Aviation community.

"I did not expect to sell SSV at this point in my career (now over 40 years), but the timing really could not be better for me, and I cannot think of a better company to take over the SSV product line. McFarlane is a well-known name in our industry and is synonymous with high quality and well thought-out products. McFarlane's commitment to addressing replacement parts issues for our legacy fleets is hardly matched. In working with the team at McFarlane, I'm confident that they will continue to build on the catalog of Beech replacement parts that I have started. Heck, they may even ask me to help."

Here is the new web page for the Beech Parts at McFarlane Aviation: *www.mcfarlaneaviation.com/articles/expansion-of-beechcraft-parts.*



Concorde Battery Corporation's 2026 Virtual IA Renewal Series

Concorde Battery announces the schedule for its free online Inspection Authorization (IA) renewal courses. Register at *https://portal.concordebattery.com/login,* enter your email, and follow the link in your email to log in. Once you have logged in you may review this year's speakers and register for one, two, or all three events:

Rotorcraft Session	January 8 & 9, 2026
Piston Session	January 15 & 16, 2026
Turbine Session	January 22 & 23, 2026

If you have questions, please email the IA Renewal Team at *iarenewal@concordebattery.com.*

MOSAIC and Insurance

By Barry Dowlen

There has been a lot of discussion recently about the new MOSAIC regulations announced in July of this year and since the first phase of its implementation in October. This phase of the Modernization of Special Airworthiness Certification (MOSAIC) rule allows Sport Pilots to operate a broader range of aircraft while still maintaining specific standards. The second phase, effective next July, overhauls the Light Sport Aircraft (LSA) framework that was established in 2004. This phase is aimed primarily at new aircraft designs and maintenance requirements and does not change anything for existing type-certificated aircraft.

Sport Pilot

Among the changes included in the rule are the elimination of weight limits on airplanes that may be flown by Sport Pilots, replaced by performance-based criteria such as stall speeds, up to 59 knots calibrated airspeed (KCAS) for airplanes. It allows for larger, four-seat models to be included but the rule still limits the privilege to carrying one passenger. Operating an aircraft with retractable landing gear and/or a controllable pitch propeller will require training and an instructor's endorsement. Other privileges, like night flying and operation in certain controlled airspace, can also be added by endorsement. Sport Pilots cannot operate under IFR, fly above 10,000 feet unless within 2,500 feet of the surface over higher terrain, or for hire (except for Sport Pilot instructors teaching Sport Pilots or applicants for a Sport Pilot rating).

Sport Pilots do not need any medical certification beyond holding a current, U.S. state-issued driver's license and adhering to any limitations on that license. If the Sport Pilot's most recent FAA medical certificate was suspended or revoked, or the pilot failed the most recent attempt to earn an FAA medical or BasicMed, he or she cannot fly on the basis of a driver's license. Night flying still requires BasicMed or an FAA third class medical. A new Sport Pilot does not need to ever obtain an FAA medical or BasicMed but may operate on the basis of a driver's license from day one.

If you currently hold a pilot certificate you can operate as a Sport Pilot without any additional training, and your existing night privileges, complex and/or high-performance endorsements still apply.

While the new rule is mainly geared toward the Light Sport community, there are some ABS members who might benefit from these changes. Bonanzas manufactured between 1947 and 1958 (models 35 through J35) meet the seating and stall speed limitations and may now be flown by a Sport Pilot under the MOSAIC rules. But just because the FAA allows some flights, there is no guarantee it will be insurable.

Insurance

So, what will the aviation industry do about these changes? We have had discussions with most of the major insurance carriers and were pleasantly surprised to hear that they are not going to overreact to these changes. Much like they did with BasicMed and the LSA rules in the past, most underwriters are accepting of the rule and





Treat your Beechcraft the way it deserves.

Continuing 25 years of service, dedication, and quality as your Beechcraft specialists. We make owners proud of their aircraft. Come meet our technical team at Beechtec Air Services in Houston KDWH.

BEECHTEC AIR SERVICES
www.beechtec.com
info@beechtec.com
(832) 319-4590

WINGMAN MED
We keep you flying!
FREE Consults!
Simplify your FAA Medical
wingmanmed.com

MAIN TURBO SYSTEMS, INC.
We Will Help You Troubleshoot Your System!
(Teaching Subject At FAA Endorsed Events)
- TURBOCHARGERS
- OVERHAUL - EXCHANGE
- CONTROLLERS
- PRESSURE RELIEF VALVES
- WASTEGATES
- WE BUY CORES

TURBOCHARGERS BALANCED ON OUR VSR TEST MACHINE
Visit Our Web Site to See the VSR In Action
"A family operated business since 1988, including a licensed A & P mechanic and commercial pilot"
1-800-847-8815
559-635-3322 • Fax 559-627-1960
6am – 6pm PST • Mon – Fri
GARY MAIN
"Sensitive to your needs"
www.mainturbo.com
maints@mainturbo.com

CIES INC
ACCURACY BEFORE EMPTY
Fuel quantity isn't something you guess.
Learn more at: ciescorp.com or scan code.

indicate that in most cases they will accept pilots flying under the MOSAIC rules. The key underwriting factors will be the same as always: pilot experience; loss history; currency and training. If you qualified otherwise, the MOSAIC component will not disqualify you from obtaining insurance as a Sport Pilot in a 1947-1958 Bonanza.

One concern going forward will be passenger coverage on four-seat aircraft with MOSAIC rules limiting the flight to two occupants. Pilots who adhere to the rules need not worry, but what happens if a pilot flying under Sport Pilot rules brings additional passengers and has an accident? In a case such as that, will coverage be invalidated? Or might the insurance company try to reduce the amount of payment, leaving the aircraft owner exposed to a third party claim? The various underwriting companies have slightly different policy language that might vary on how the situation would be managed. We believe that carriers will at some point adjust their policy wording to address the possibility of such an occurrence.

Check the Approved Pilots section of your aircraft insurance policy. If it specifically requires the pilot to hold an FAA medical or BasicMed, or stipulates the pilot obtain BasicMed or a third class medical annually (sometimes added to policies, especially with older pilots), the medical requirement still exists for your coverage to be in effect.

As with all new regulations, time will eventually smooth out all the confusion. If you have questions about this issue or any other insurance matters, please do not hesitate to contact your ABS insurance representative at Acrisure Aerospace. We are here to help.

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

I Learned About Caring for My Bonanza From That

By Jeff Finnigan

I turned 70 this year. I'm not flying as much as I used to. Although the thrill is still there, I have additional projects I've been working on.

I don't want to sell my G33, N1594W; she's part of the family. I bought her once in Oregon, sold her eight or nine years later and she went to Ohio… and then a decade later I bought her back (for more money). I'm thinking of taking on a partner or two, that way "Dream Boat" who writes the checks that fund my entertainment will be happier and 94W will likely get the exercise she needs.

So, to make her more presentable to a prospective partner I spent this past weekend under the airplane for a few hours with solvent and a handful of rags. I love having that greasy mess dripping into my face. When I finally had enough, I remembered I also wanted to clean the windshield. I was tired and a little sore and wanted to get home. But cleaning the windshield was on the list of items I promised myself I would do. So I walked to the back of the hangar and grabbed the canister I thought was Prist. I stepped up on the wing and began spraying my window cleaner liberally across the windshield. I was wondering why it wasn't foaming up like it normally did but then I thought it's kind of cold out and that's probably the issue. Then it suddenly dawned on me. I was liberally spraying my windscreen with LPS2. Unbelievable!

I quickly got the Prist out and sprayed that all over the windshield and then got a couple of buckets of water and did it again.

The next morning I came back to inspect. My helicopter buddy told me to use warm water with Dove dish soap, which I did three times You can see by the photo that the two products look *exactly* alike. So I think you'll all agree I'm completely innocent of any wrongdoing.

Now, when I look out the windshield, I notice every little bit of fogging and scratches. I would have to say that the side windows are immaculate compared to the windshield. I don't know if it's me just being suspicious or if we actually fogged up the windows with this wonderful goop that doesn't belong on the windshield.

The windshield is over four decades old so it's probably time anyway. It has served me well so it might be time to replace, using this as reasoning for "Dream Boat." I think she'll understand.

The lesson from all of this: Just like we do when we fly the airplane, we need to have



systems and checklists for maintenance and cleaning. Particularly when we're tired and cranky from laying on our back in awkward positions.

Measure twice, cut once. Lesson learned.

GALLAGHER AVIATION
DUAL CONTROL RENTALS
- INSURANCE CHECKOUTS
- FLIGHT TRAINING
- CHECKRIDES
- FULLY INSURED
- HIGHEST QUALITY DUAL CONTROLS AVAILABLE
- LEASE THEM FOR AS LONG AS YOU NEED THE CONTROL

WWW.GALLAGHERAVIATIONLLC.COM
GALLAGHERAVIATIONLLC@GMAIL.COM * 1-833-425-5288

THE TRUSTED SOURCE FOR WINDOWS

DBM
» Over 4,500 installations in 41 years
» 2 year guarantee
» FAA PMA Parts Only
(314) 406-1389 | www.dbmods.com | jim@dbmods.com
15339 Batesville Ct, Chesterfield, MO 63017 | C.R.S. SH2R161L

Many Lessons in One Flight

By Parvez Dara

You wouldn't bet a local VFR flight under a blue sky would blossom as a mushroom of learning lessons, but it did. First, we had a dialog with ATC that turned into a monologue. The G500 and GTN 750 were bright and colorful, and then, they were not. The transponder was squawking and then it wasn't either. What began as a nice, smooth flight turned into an improbable, wild, and thought-provoking experience.

On preflight, the pilot went over each item with his forefinger one by one, carefully and slowly. It gave me comfort that this would be an easy instructional flight. We went over his aircraft rules of the game. He has an A36 Bonanza with an IO-550B engine. Tons of growl, with lots of speed.

He started cruising at 18 inches manifold pressure and 2300 RPM, barely making the speed of a Super Cub at full throttle. I asked, why the slow speed? He pushed the knob to 22 inches and now we were doing just a bit better than a Cessna 172. Better, because now the trim seemed a bit firmer in keeping his altitude deviations to under 200 feet (the private pilot standard). He was hard on himself and trying mightily to stay within the constraints of good airmanship. We landed at an airport about 60 miles to the north, taxied back for takeoff, and talked a bit about the flight while waiting for four aircraft playing round-robin in touch-and-goes. Gathering himself, after he had completed his pre-takeoff checklist, we launched back into a now-grey broken, cloudy, overcast at 3,500 feet. Staying VFR at 2,500 feet, we flew while tracking various VORs for practice and experience. I watched the landscape roll by as he, behind his view limiting device, tried to keep the green below and the grey above by gluing his eyes to the displays.



He had requested flight following with the Air Traffic Control system and we were happily hurtling along to try some approaches at the next, nearby airport when all communications ceased. The screens flickered with some vertical lines and then blanked out. The transponder gave up the ghost and all was silent except for that beefy IO-550B, which kept humming along totally unaware of the dilemma that was unfolding this side of the firewall. My friend looked at me puzzled and then said, "I have a hand-held in the back." I turned to look for it. Alas, it was in a zippered backpack and too far out of my reach. The portable ADS-B Sentry was working and so was the iPad so situational awareness and traffic location were great.

With sudden electrical failure of the displays in quick domino succession, I assumed the alternator had failed. He saw the airport first and headed straight for it. NORDO (no radio) at an uncontrolled airfield, I suggested we monitor the field from above for approaching and departing traffic. He acknowledged. When it seemed safe from ADS-B call-outs, he started for the downwind leg, slowing to gear speed then moving the gear handle down. He looked for the three-green, in vain.

Turning base, I asked, "Are you sure the gear is down?" He hesitated and then said, "Probably?" I told him I had not heard the gear extension sound, nor felt the drag or the decrease in speed. There was no electrical power to run the motor. He nodded. I

suggested we fly away from the field and then plan for extending the gear manually. He said, "That's easy, pull the circuit breaker and put the gear handle down and then turn the handle" as he gestured to behind and below my seat. I said, "You can create an emergency when none exists. Perhaps, pull out the *Pilot's Operating Handbook* and check the Emergency Section for 'Manual Landing Gear Extension,' then follow the sequential flow of each item, slowly." He agreed, and lunged to pick up the POH from behind the seats.

Seemingly confused about the electrical issue and manual gear extension, he shut off the avionics master switch, and then proceeded to switch off the landing light and the beacon switches as well. As his gaze went from right to left, he seemed alarmed at the view before him. The alternator switch was in the Off position! He turned it and the avionics master on and voila, 10 seconds later, the G500 and GTN 750 were once more awake from their involuntary snooze. I asked him, "How did that happen?" He said his habit for engine start is to turn the battery on and to turn the alternator on after starting the engine. I asked why. He replied he was told to do that. And there it was, the entire game, set and match. From the right seat with the yoke and his knee in the way, I had (for shame) not spotted the discrepancy either. There was another indictment of the frailty of human nature, of seeing things but not really taking them into account: he had not noticed the alternator switch in the Off position in two pre-takeoff states! Eventually, battery power depleted until it could no longer hold the battery master relay closed, and electrical failure was the result.

We landed safely without further incident. During our post-flight brief I reiterated the many lessons we had both learned from the flight. I suggested that he turn both the battery and the alternator switches on before cranking the engine, as directed by the POH Start checklist, to prevent this same scenario from repeating. He nodded.

Events change us, for the most part with a better understanding. They lay bare the overthinking pilot and slowly, through logic and understanding, bring him back from the wilderness of fear to the quiet calm of an aviator.

Lessons learned:

1. Checklists should be reviewed constantly to make them complete and reviewed before launching into space. Hardly anything protects us more powerfully than the checklist review. It unsettles us and primes us awake from routines.
2. Keep the POH within reach from the pilot's seat. Even if you have a separate set of checklists, the time may come when you need to look in the POH for guidance.
3. Keep the hand-held radio near the pilot/copilot seat. When you least expect to use it, that's when you need it.
4. A Sentry or other portable ADS-B In unit and an iPad make the drama less scary, especially knowing the airspace and the traffic around you.
5. In an alternator failure scenario, follow the checklist. Responding is not so urgent that you need to do anything from memory. The checklist will have you confirm the alternator switch is indeed in the On position, or to reset it if it is off.
6. Regarding landing gear manual extension, follow the emergency checklist slowly and methodically, item by item. It, too, gives plenty of time to follow the checklist.
7. If there is enough fuel in the tanks and a nearby airfield available, land. Give yourself time to sort things out on the ground. There is no need for time, pressure, or panic in flight.
8. Prevent entropy. The decay of memory can be stopped by… always learning!

Parvez Dara, MD, holds an ATP certificate. He is a Master CFI and FAA Gold Seal instructor.

See Your Beechcraft on the Cover of *ABS* Magazine!

ABS wants to feature your Bonanza, Debonair, Baron, or Travel Air as the Beechcraft of the Month.



HERE'S HOW:
Write an article about your airplane – how you found it, how you use it, what you'd done to upgrade it, whatever is important to you. Aim for 800-1000 words. Not a writer? Don't worry, most people do better than they expect. We'll edit as needed. Take some pictures. We need *high-resolution photos* of your airplane in the air or on the ground ready for flight. Include photos of your panel, and a picture of yourself in front of your airplane. Invite family and friends to join you – and let us know their names.

E-mail your submission to *info@bonanza.org*

This is your chance to share why you're the proud owner of a renowned Beech aircraft!

What's Your Plan?

by Thomas P. Turner

For a weekend in the busy holiday travel season, QTPod self-service 100LL pumps were inoperative at over 1,000 locations around the U.S. QTPod parent Signature Aviation had notified system operators the week before that a software update to payment kiosk credit card readers would take all locations offline from 8 p.m. Eastern time Friday, December 5th through 11 a.m. Saturday, December 6th. But things did not go as planned and credit card readers were inoperative until midafternoon Sunday.

At most locations these self-serve fuel stations are the only source of aviation gasoline at the airport. Each airport's management was responsible for issuing a Notice to Airmen (NOTAM) warning pilots of the outage. I expect all or most did, including the expected time service would resume. It'd be a simple decision to launch toward an airport reporting such a NOTAM Friday or Saturday knowing you could refuel Saturday afternoon or Sunday morning before flying home. I also expect all or most airport managers updated the NOTAM when service was not restored as scheduled. But a pilot might have skipped reading the entire NOTAM when planning his/her return trip, thinking it was the same report they had read before and not realizing the outage had been extended. As it was, it was not possible to fuel at any of these stations pretty much the entire weekend.

Without digging into my logbooks, I recall at least five times I landed for fuel only to find fuel was not available. All five times there was no NOTAM published warning of the outage. Way back in 1986 I flew with my airline mechanic dad in the 1946 Cessna 120 I owned at the time from central Missouri to Detroit, Michigan, and back. Landing mid-week early afternoon in central Illinois, there was no one to be found at the locked-up little fuel shack. Using the pay phone in an adjacent booth to call a posted number got no answer. The good news is I still had plenty of fuel on board; I found the number for a small field about 20 miles up the highway in my phone-book-sized AOPA airports guide, dropped a couple quarters in the pay phone slot for long distance, and confirmed fuel was available there. A short hop later, the problem was solved.

Next time I was flying a Beech Sierra I co-owned for six weeks (a story for another day) from eastern Tennessee to western Missouri. I planned a fuel stop at Paris, Tennessee (about halfway) only to find the credit card reader at the self-service pump would not work. A local pilot I found on the field wasn't able to help. This time with a cell phone, I called ahead and found an airport with a staffed FBO and a working fuel truck. I had plenty of gas in the baby Beech for another half hour along my route to this new fuel source, plus reserves.

On another occasion, after a little more than two hours enroute I stopped at Spirit of St. Louis Airport, a tower-controlled reliever airport southwest of St. Louis, Missouri, in a rented Bonanza. The main FBO's 100LL truck had broken down. The self-serve pump was out of fuel, too. I could have taxied to the other FBO and fueled up. But after checking I determined I had plenty of gas (with my usual one-hour reserve) to get to what had become my destination because thunderstorms prevented me from getting all the way to where we eventually wanted to be. Yet another time I found no fuel available at Nashville International Airport in Tennessee when flying a corporate Baron—neither of the FBOs could get their 100LL trucks started in the extreme cold. I had departed with full main tanks and flown only about 45 minutes to Nashville to pick up a passenger, so I had tons of avgas to make it an hour east to my second stop.

Most recently I was training a pair of Australian flight instructors in N504SJ, the ABS Air Safety Foundation's A36. We stopped at Kingman, Kansas, southwest of Wichita, for self-serve fuel after four hours in the air (we had swapped the front-seat instructor and rear-seat observer at about the halfway point without adding fuel). Again, the kiosk card reader was inoperative and there was no one on the airport to ask for help. I called and confirmed the FBO fuel truck was working at Hutchinson, Kansas, and carefully confirmed we had fuel remaining for the 20-minute reposition with at least my personal one-hour reserve. And I'd managed the fuel load so we (barely) met the 13 gallon/yellow arc takeoff limitation in both main tanks.

What's your plan?

What is your strategy for fuel stops? I fly longer legs when solo in the airplane. I try to keep trip lengths down to two and a half hours or so with passengers unless the passengers agree to longer flights—I want them to have a comfortable and enjoyable experience. My personal minimum has been to land with no less than one hour of fuel remaining on board in a tank I can select at top of descent (TOD, leaving cruise altitude for approach or landing). I'd burn

the other tank down to about two or three gallons usable fuel if I'm going for maximum range. Including reduced-power descent, then, in visual conditions I'd need about 15 gallons in the fuller tank at TOD and call it three in the other tank: around 18 gallons of usable fuel. That's roughly 1.4 hours at my usual cruise power lean of peak fuel burn of around 13 gallons per hour. It assures I can go around and make another pattern if needed and still land meeting my personal minimum. My strategy is very different in instrument conditions or a single-runway destination that can easily be closed by a disabled airplane or other obstacle. I've only had that happen once (a Piper Mirage blew a tire on landing at Wichita Jabara Airport) and I had plenty of fuel and several very close-by alternate airports, but it can (and does) happen anywhere.

But over the last several years I've become more conservative about fuel. As noted, I've had several personal experiences when I could not get fuel where or when I expected. It was fortunate in each case I had sufficient fuel remaining to fly to another location confirmed to have fuel and still meet my personal minimums. Flight instructors reading this know it's a challenge to manage fuel to keep both main tanks above the minimum required fuel on board when conducting an instructional flight in which you want to do multiple takeoffs and landings. Over time I've combined that focus, borne from 35 years of teaching in Bonanzas and Barons, with the off chance I cannot get fuel at a planned stop or the runway will be closed and I'll have to hold or go to an alternate.

My current command strategy is to plan arrival with no less than minimum takeoff fuel in both main tanks when I land. That's' about a two-hour reserve, a bit excessive perhaps, but it gives me the flexibility of safely and legally taking off if I can't get fuel. I will consciously violate that strategy only when flying home to Jabara, in which case I may choose to use the same 15 gallons in one tank strategy I used to employ everywhere. My justification is that if I get home without takeoff fuel, I figure my friend Whit Hickman, General Manager at Clemens Aviation KAAO, will get the fuel issue figured out before I need to fly again. And I have multiple airports almost within gliding distance of the pattern at Jabara (okay, not really but close) if I fly all the way here and the runway is blocked.

As pilot-in-command, what's your plan for an unexpected inability to refuel?



TECH TIPS

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

Most ABS Tech Tips items come from the ABS Members' Forum at www.bonanza.org. *Post your questions there under Tech Tips 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 Tech Tips 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.*

Main landing gear strut top cap

Marshall Herington
Flowery Branch, Georgia

Q: I'm in the process of reconditioning early style main landing gear struts, T-34, but very similar to earlier Bonanzas and Barons. The top cap and key will not seat far enough below the snap ring groove to allow the snap ring to be installed. The new top O-ring won't compress enough in its seat to let the cap drop below the snap ring groove. One trick I've tried is fully installing the Schrader valve body and valve, filling the strut per the maintenance manual, and extending the strut against the closed valve to suck the cap down, but no joy.

A: What lube are you using on the O-rings? I typically use Mobilgrease 28, super slippery so a little dab will do. – MT

Fuel line part number

Dennis Quincey
Show Low, Arizona

Q: Does anyone have the part numbers for these fuel lines in the engine compartment of my S35?

1. Fuel line from firewall to the fuel pump.
2. Fuel line from the fuel pump to the throttle body.

The illustrated parts catalog (IPC) was very difficult to find the right part.

A: For an S35 with a -520, the Beech IPC shows from firewall to fuel pump a 130524-6-0185 hose. From an early Continental IPC, the typical 520B and BA tend to use 635158S4S38.00 for both fuel pump to metering unit interconnect hoses. If you can give me the suffix (B, BA, or BB) and spec number, I can confirm. Note due to miscellaneous variations, it is really a good idea to get the part number for hoses off the tag on your existing hoses, and specify fire sleeve covering. – MT

Servo and switch unknown

Thien Vo
Amarillo, Texas

Q: I have a switch and light overhead in my B36TC. When pressing the switch, I hear a noise at the copilot rudder pedal area. I pulled off the lower side panel and saw the servo in the picture (on the ABS Member Forum). I do not know what that servo is for. I used to have a King KFC150 but upgraded to a Garmin GFC500. I have elevator trim controlled electrically at the yoke and manually by the wheel near the throttle. I have aileron trim manually and no rudder trim. Could that servo be the old from previous KFC150 autopilot?

A: This rocker switch is an interface for the FTA air conditioning system, allowing rear occupants to regulate heat. The adjacent bar graph indicates the current temperature setting. A servo controls the firewall heat valve located in the cockpit. I have never seen the servo attached with Velcro as shown in your picture. Your shop should verify the installation according to the STC. – SK

Loose cigar lighter / power socket

John Napier
Vancouver, Washington

Q: In my A36, the cigar plug is loose (twists easy either way) and power interrupts. How does one remove the plug and examine the wiring?

A: It's a standard cigarette lighter socket assembly. Normally you would hold the inner socket with your thumb and

tighten the outer shell against the forward side of the panel. But access is the problem since it's located in the column support structure. It is usually possible to use your thumb to rotate the inner socket and get it snug against the shell, but that also twists the power wire and you have a secondary problem with connectivity when doing that.

The wire terminates in a female plastic housing that threads onto the center post of the socket; it may be unthreaded a bit and not making good contact. You might have a frayed wire, or the intermittent may be the ground (socket) being loose. You are likely going to have to go at it from below and it won't be easy. If the housing on the end of the wire just needs to be threaded on further, you should be able to hold it with long needle nose pliers and rotate the socket until it is fully seated. The goal would be at the same time to get the socket tight against the shell so it isn't loose. If your wire is frayed, you have a bigger problem because there will not be enough slack on it to pull it down and out into the open to repair the end. If that's the case, you will need to fully unscrew and remove the socket and pull the wire through the hole to make the repair and then reassemble. – Shep Johnson on the ABS Member Forum

Passenger seat back

Michael Crow
Pilot Point, Texas

Q: Over time the passenger seat back in our V35B has leaned back to the point it is not comfortable for my wife. We try the best we can to not use the seat for entry, but sometimes we are not able to. We have the shorter seats, no headrest.

A: There is a hydraulic cylinder in the seat frame that controls the recline. It sounds like the cylinder is failing. Aviation Fabricators (*avfab.com*) can rebuild your unit or may have an exchange available. – BR

RPM adjustment

Todd Leclair
Cadiz, Kentucky

Q: Can the RPM/power settings be adjusted on the IO-550s in my Baron 58 to achieve maximum 2700 RPM at takeoff during cooler, lower density altitude conditions, and still reach the max power/RPM under warmer/higher DA conditions? This is something that has been brought up among a few other pilots that I know.

A: No sir, the prop MAX RPM adjustment is a mechanical setting. – BR

TECH ADVISORS



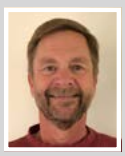
Bob Ripley
retired from Delta Airlines as a manager of line maintenance (Atlanta) and has run an FBO focusing on Beech maintenance for 20+ years.



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.



John Collins
has previously owned an FBO and avionics shops, and for several years has been ABS's Avionics columnist. He owns a Bonanza and is a CFI/CFII.



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.



Tom Turner
ABS-ASF Executive Director, holds a Master's degree in Aviation Safety. He has specialized in Beech pilot instruction for over 35 years.

Alternator overhaul or new Hartzell?

Heather Forcier
Westford, Vermont

Q: There is a Continental 646843 alternator in my V35B now, overhauled by Aero Electric. It worked very well for 700 hours and is now in need of overhaul or replacement. Options are overhaul, about $1000, or Hartzell ES-6024D, new, about $3000. Any input that could help us make an informed decision? Benefits of the Hartzell have been listed as "Dramatically increased reliability and estimated mean time before failure, compared to legacy Crittenden alternators, overall efficiency increased by six to 10% over the entire operating range, resulting in lower operating temperatures, and output at engine idle speed more than doubled to ~23A."

A: Hartzell is migrating to eliminate any other shops from working on their products; this is by not releasing any overhaul, repair, or maintenance instructions. Your alternator is driven by the part your engine is built around. I would much prefer to have my alternator IRAN'd (inspected and repaired as necessary) every 500 hours to hopefully find any failure modes. If an alternator shop has no data to do an in-service inspection, are you willing to gamble spending that $3000 every engine overhaul period with no in-service failure, or a lesser amount as prevention a little more often? After 1500 hours, the outside work costs are a draw, but in my opinion, more thorough.

To help you with that choice for your aircraft, perform an electrical load analysis. You should be consuming 80 percent or less rated capacity (at cruise power) with continuous loads. With modern avionics and LED lighting, this should be a breeze with the original alternator. If not, well, an upgrade may be worth thinking about. – MT

Magneto: overhaul or buy new?

Chris Rigano
Marysville, Ohio

Q: I have an F33A with Slick magnetos that are coming up for the 500-hour inspection. These particular mags have already been inspected and overhauled once before. I've heard that with Slick magnetos it's often more economical to just buy new ones as opposed to repairing the existing. Is there any truth to that?

A: Slick 6310 mags that are overhauled 500 hours ago should be able to pass a 500-hour inspection, which is less expensive than replacing them. Value overhaul from Quality Aircraft is $1450

HEADING270

You've benefited from ABS membership and the programs, products and services of the ABS Air Safety Foundation. Help the next generation of Beech owners enjoy the same benefits with your legacy gift, ***to protect lives and preserve the Beechcraft® fleet***.

HEADING270 is your program, and your recognition, for including the not-for-profit ABS Air Safety Foundation in your legacy giving, through your estate planning, your tax-free IRA distribution gifts, and other methods of supporting the safety training and education; pilot, instructor and mechanic training; aircraft technical support; and industry advocacy programs that have so enhanced your Beechcraft® ownership experience.

There are several ways to provide legacy financial support ***to protect lives and preserve the Beechcraft® fleet***, including:

Memorials and Tribute Gifts
Honor a friend or loved one who has benefitted from the ABS Air Safety Foundation.

Endowed Gifts
Give a gift with an immediate and a long-term result.

Wills and Living Trusts
As little as one sentence in your will or living trust designates your gift to the ABS Air Safety Foundation.

Help Ensure the Future of ABS for the Next Generation



Charitable Lead Trusts
Benefit from the tax savings that result from supporting the ABS Air Safety Foundation without giving up the assets you'd like your family to receive some day.

Charitable Remainder Trusts
If you have appreciated assets, a charitable remainder trust can help you defer capital gains tax while providing life income to you or others from assets you give in trust.

Beneficiary Designations
Not everyone wants to commit to making a gift in their will or estate. Some prefer the simplicity and flexibility of a beneficiary designation. See PLANNED GIVING under AIR SAFETY FOUNDATION at ***www.bonanza.org*** for more information. Contact your financial advisor or estate planner, or let ABS Air Safety Foundation know at *info@bonanza.org* if you have questions. We will keep all legacy giving confidential unless you tell us otherwise.

each. Give Eagle Magneto in Florida a call and see what a 500-hour should cost: *www.eaglemagneto.com*. – BR

Flight manual supplements

Dennis Weydemuller
Lead, South Dakota

Q: I have a 1950 B35 with E225-8 engine, PS-5C carburetor, and Hartzell hydraulic propeller. For 35s with these upgrades, which *Pilot's Operating Handbook* is applicable, or where can I find the associated supplements?

A: In this case, you are really only looking for a personal airplane flight manual supplement (AFMS)* with the following caveats: The carburetor, being a PS5C, is "generally" applicable to all E-series engines, *except*, they are different parts list numbers depending on which E-engine it is going on. The engine Type Certificate Data Sheet (TCDS) for the E-225-8 will specify which one is used.

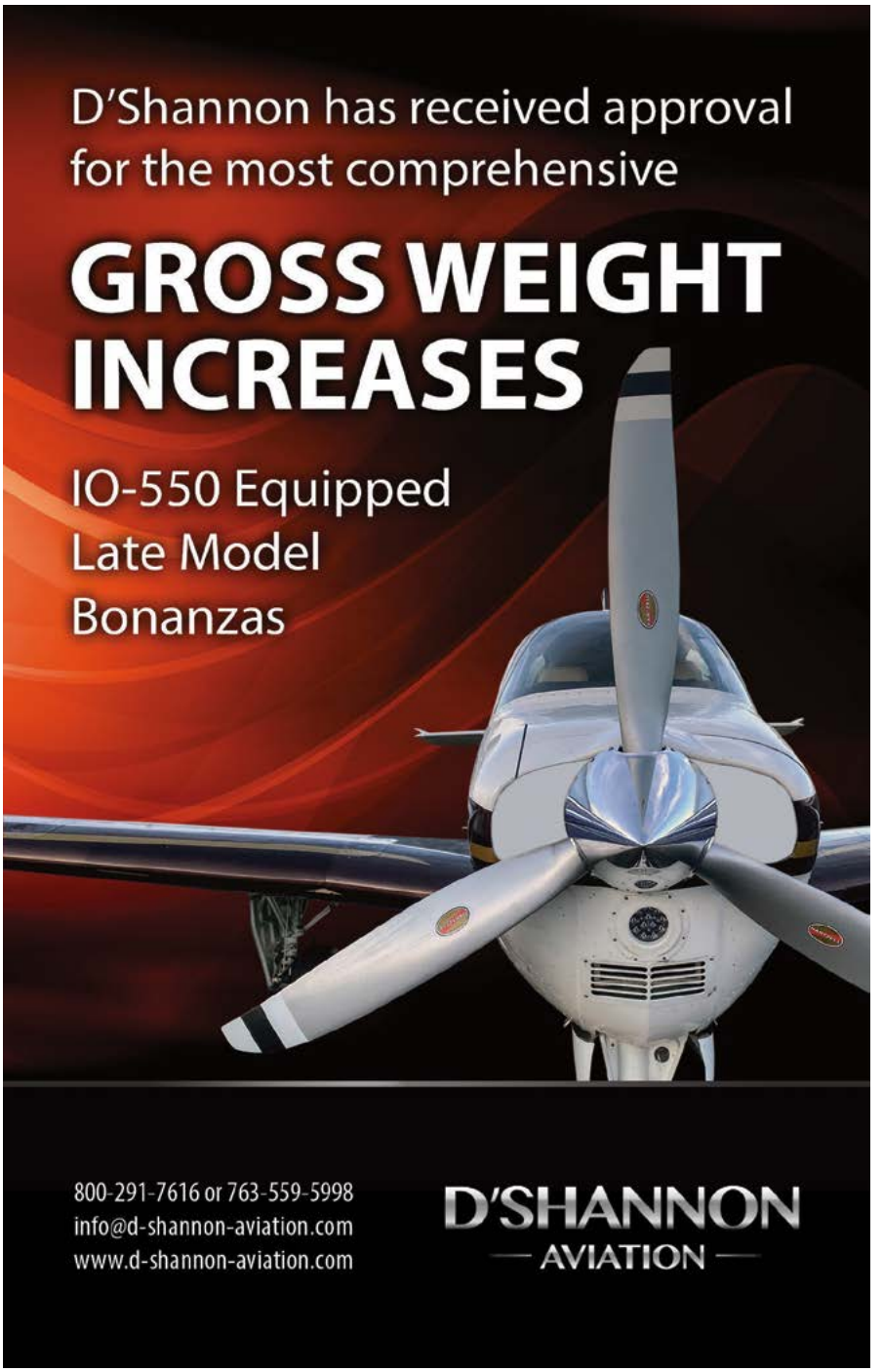
The engine itself is an approved installation per airframe TCDS -777, item 111(d); however, that item also specifies the installer needs to submit an AFMS for approval by the FAA. Back in the day this was much easier. In my experience, I have had to write up at least six of these AFMS, submit them for approval, and get them signed due to either an upgrade I made, or previous upgraded aircraft came in for annual without the proper paperwork.

Note that with the Hartzell prop the engine has a different maximum RPM, so your AFMS can cover both of those installations, covering the Hartzell limitations as well as the Continental limitations. A copy of Hartzell's AFMS would help provide that; I recall that may be available on their website.

Be prepared: The way the FAA is not as responsive to GA needs these last 20-odd years, this can take a while for approval. I have had to wait over a year for some. Read through the requirements under item 111(d), then talk to your local FAA. In my parts, they defer the AFMS to the flight test folks at the aircraft certification office. Hopefully,

General Aviation Maintenance
Stockton - Sacramento Region

Quality Aero Maintenance
Lodi Airport (103)
23987 N Highway 99
P.O. Box 208
Acampo, CA 95220
(209) 366-1040
email: qualityaero@gmail.com

D'Shannon has received approval for the most comprehensive
GROSS WEIGHT INCREASES
IO-550 Equipped Late Model Bonanzas

800-291-7616 or 763-559-5998
info@d-shannon-aviation.com
www.d-shannon-aviation.com
D'SHANNON AVIATION

your local ACO doesn't have the oversight of Boeing or other large manufacturer as mine does, and your process goes swifter.

**Personal means it relates to only your aircraft (by serial number) and still needs to be FAA-approved.* – MT

S-TEC 50 autopilot failure

Paul Lindwall

Jerrabombarra, New South Wales

Q: Our A36 has a two-axis S-TEC System 50 autopilot. When the autopilot master switch is set to TEST, the correct responses are always received. When the autopilot master switch is then switched to ON, and all annunciations are extinguished, the green RDY light illuminates. All of that is consistent and as per the book. Yet when the ON/OFF button is pressed, a lot of the time nothing appears (i.e., there is no STB light illuminated). Sometimes the STB light appears, HDG and ALT can be selected and then it switches off, usually very quickly (but not instantly). The main unit was recently bench tested with no errors detected. I thought the AP disconnect switch on the yoke might be the culprit; there was a small bare wire that has been fixed, and this could still be the cause.

A: Paul, as a former S-TEC 60-2 owner I have some suggestions. You need to have someone troubleshoot the whole system, not just the main unit. For example, I once had a bad preselect module cause a fuse to blow in the pitch computer, making the entire autopilot inoperative. Contact a Genesys dealer if you haven't already. If they've been in business for while they've likely seen your issue before. It looks like there's one at the Bankstown airport. You can also hire Bob Weber to remotely assist with the troubleshooting: *https://webairconsulting.com/*. I have not used him, but those who have indicated he was helpful. – Russell Savory, on the ABS Member Forum



AD 89-05-02 versus SB 2242

Alexander Martinelli

Waco, Texas

Q: I am in the process of purchasing a 1947 Bonanza 35. One of the issues my pre-buy mechanic noted is the regular inspection required on the ruddervator magnesium parts. Airworthiness Directive 89-05-02 states an inspection every 100 hours is required. Service Bulletin 2242 from Raytheon states that it should be inspected every 25. Which one do I need to comply with moving forward? If it's every 25 hours, is it worth upgrading those magnesium parts to aluminum to avoid the inspection altogether?

A: If your aircraft is being operated privately - Part 91 - the AD is the regulatory guidance. Part 135, depending on how an operations manual is written, may require compliance with service bulletins.

Note the subject of this AD and service bulletin do not include all magnesium ruddervator parts, just the inboard control fitting. Replacement fittings, produced by SRS Aviation and Textron Aviation, are made from aluminum, and are a means of permanent compliance with the AD. If one of these were to fail, it would literally ruin your whole day, so consideration should be made for upgrading even if yours pass the inspection. – MT

MLG bushing material

Tim Witte

Sharon Springs, New York

Q: I'm looking for information on what the main landing gear bushings are made from (e.g. part numbers 45-815013 - torque knee, 35-815124 - lift leg, 35-815182 - forward/aft shock absorber). I've made a number of brass bushings on my lathe for a variety of applications and these seem simple enough to make as an Owner Produced Part for my D35.

A: Only Textron Aviation will be able to tell you their composition but none of those part numbers will be brass or bronze. Odds are these are 4130 chromoly steel. You do not want to substitute these with brass or bronze bushings. Also note that original bushing dimensions as well as specific material are required for a proper owner produced part. I am pretty sure that Kevin O'Halloran (580-660-6691) only has the 35-815124 in new surplus, but PMA Products Inc (*www.mcfarlaneaviation.com/family/pma-products/#shop-parts*) and South Seas Ventures (*https://southseasventures.com*) both offer some bushings for less than Textron Aviation. Google the part numbers you seek for their listings. – Shep Johnson on the ABS Member Forum

Auxiliary pump pressure

Tom Currie

Dalworthington Gardens, Texas

Q: I recently had the auxiliary fuel pump in my F33A rebuilt and installed. When I turn the pump on as part of the checklist steps prior to engine start (mixture full rich and throttle maximum), the maximum fuel pressure displayed is ~7 pounds per square inch (psi). Prior to the

rebuild I seem to remember the maximum fuel pressure to be in the 12 to 14 psi range. I don't see any particular pressure to expect in my flight manual. Should I be seeing more pressure during this step in the checklist? I've looked at the work order / test sheet attached to the 8130-3 that came with it; it shows 64 gallons per hour (gph) at 16 psi 4.4 amps no flow 23 psi and 4.7 amps.

A: You are referencing psi, which in fact may be what your instrument is telling you if you have an aftermarket primary engine cluster. The original primary instrument shows the low and high redlines of the fuel flow gauge in pressures of 1.5 and 17.5 psi respectively, with no intermediate numbers in psi, but fuel flow in gallons per hour only. To keep from conjecturing on what you are specifically looking at, I ask if you are comfortable with potentially losing an engine-driven pump and being able to at least make the trip around the pattern at the pressure / flow you are seeing? If it is indeed 12-14 psi, not a problem with a slight power reduction. If that is GPH, well, there might just be a problem. And at 7? That problem becomes a BIG problem. There is a repair station in Wisconsin that is notorious for delivering a sub-standard overhauled pump (flap motor, cowl flap motor, etc.), but their pricing is sure attractive! And, they tend to argue installation error, etc. If you purchased your pump from McFarlane / CJ Aviation, I suggest you give them a call and you will likely receive a good outcome. Anyone can have a bad day; it is how we rise to the challenge that tells the story. If you purchased your pump from Aeromotors, this may turn into a lesson learned. – MT

CHT numbers, cylinder number 4

Kent Kalb
Flemingsburg, Kentucky

Q: The number 4 cylinder head temperature in my A36 is typically lower than others since top overhaul 25 hours ago.

A: It might be the probe is reading slightly different. Easiest way to test it is to swap the probe from that cylinder over to another cylinder to see if the lower temps follow. If so, I would replace the probe. There is nothing wrong with what you are seeing, very few if any engines will have CHTs all be the same. – BR





Bird Strike

By Doug Cumins

In 2019, two friends and I bought a nice, low time 1977 V35B from a dealer in Arkansas. We keep the plane in a hangar at New Kent County (W96), a small airport located about nine miles east of Richmond International Airport in Virginia. For the first time, we flew to the ABS Convention in Wichita in mid-September, putting about 13 hours on the plane over four days. We had a great time at the convention and will definitely be attending again.

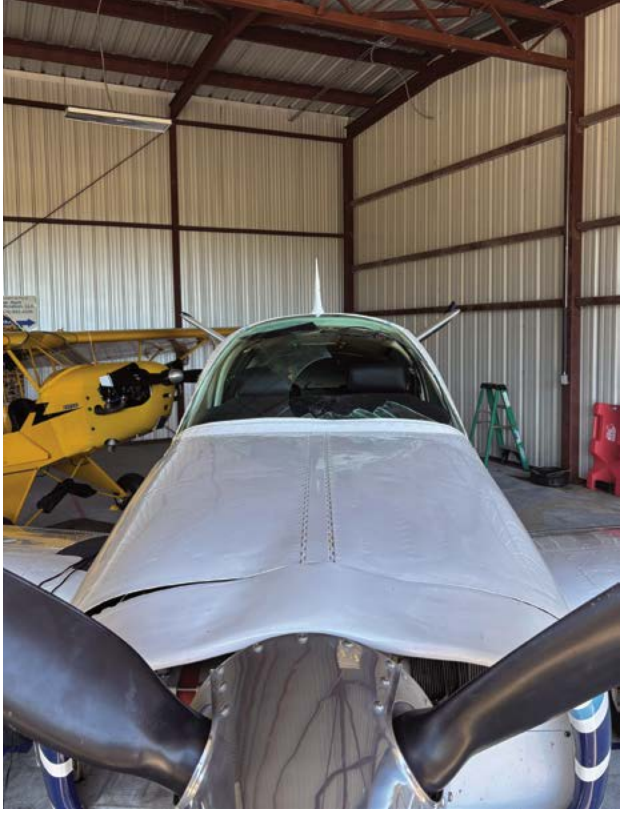
A few days after attending the convention, Jay, a longtime friend of mine, and I decided to make the short flight to Williamsburg's nice airport restaurant for lunch. Jay is a private pilot and was a customer at the FBO I owned about 15 years ago. He isn't current but has been thinking about getting back into flying. He also works as a dispatcher at the same airline where I work as a 767 captain.



We thought it would be fun to get him back up in a GA plane after many years away.

Thursday, September 25th was a good day for flying, with light winds and a high overcast cloud layer. We departed Runway 29 and made a left downwind departure. We leveled at 1,000 feet until clear of the RIC Class C, then climbed to 2,000 feet while proceeding directly to Williamsburg. As we climbed, Jay mentioned that he hadn't flown in a plane with single controls before. I told him it was very easy to move the controls to the right side, and I would show him how once we leveled off. Leveling at 2,000 feet, I placed my right hand on the glareshield, preparing to engage the autopilot before transferring the controls. Suddenly, I saw three vultures soaring directly in front of us. Before I had time to take evasive maneuvers, we collided.









It was suddenly very noisy and my forward vision was almost nonexistent. I remember reducing power and starting a left turn back towards New Kent, while thinking the bird came through the windshield. My altimeter read 6,000 feet and the turn coordinator showed a hard left turn. The airspeed didn't make sense either, so I decided to fly 100 percent visually as I didn't know which instruments I could trust. I realized I had descended significantly as I looked inside, so I added a lot of power and more or less leveled off. The plane was flying fine, so I gave Jay a thumbs up and yelled that we were okay, but he could barely hear me. I saw that Jay was bleeding heavily from his head but was coherent. About this time, I felt blood on my face and right hand and noticed that my wrist hurt.

Once I was established on an approximate heading for W96, I felt for my headset, but it was gone. I found it on the floor, but it was badly damaged and unusable. I found the hand mic and said, "Any station, Mayday, Mayday, Mayday. Bonanza 17827, bird strike, significant injuries, returning to New Kent. If you can hear me, please send Crash/Fire/Rescue to New Kent." I couldn't really see straight ahead because the glareshield had flipped up vertically, blocking my view. I was peeking between the top of the instrument panel and the bottom of the glareshield. With this limited view, it was hard to figure out exactly which way to go to get to W96 as I could only see a small area at a time. I tried to put direct to W96 in the Garmin 530 GPS, but wasn't having any luck getting it dialed in. After a few seconds, I decided to go back to aviating and that I'd find the airport visually. About that time, I saw Interstate 64 and turned left a bit to follow it to New Kent.

I repeated my previous distress call, adding that I would be straight in for Runway 29. I also squawked 7700 and decided to put the gear down. I held my breath until the three green lights came on, made a pretty nice no-flap landing on 29, and made the second







turnoff before the end of the runway. I made a final radio call that I was down safe, and that we needed an ambulance.

We taxied to the terminal, and the assistant airport manager was standing outside staring at us. After shutting down, he yelled "what happened?" and I told him to call 911. Jay and I deplaned and walked into the terminal. The airport manager said hi, then promptly realized we were hurt. He grabbed the first aid kit and got gauze for Jay and for me. While waiting for the ambulance, the airport manager asked if we made a Mayday call, and I said yes. He said he had heard two Mayday calls, but there was so much wind noise he couldn't make out anything else. He responded several times, but without headsets and the speaker being destroyed, we of course couldn't hear him. Then he realized he had a phone message from Potomac approach. They had seen our 7700 squawk and it appeared we were landing at W96 before they lost us on radar, and they wanted to know if we were down safely.

Two ambulances took me and Jay to a local emergency room. Jay had stitches in his forehead. I had numerous lacerations on my right hand and a puncture wound on my forehead – the ER doctor felt it was likely from the vulture's talon. X-rays confirmed a broken right wrist.

The state police took an accident report at the ER. The next day, an FAA inspector called and said he was so happy that he was talking to me and not investigating a fatal crash. He inspected the damage to the plane and collected feathers to send to the NTSB for analysis

(continued on page 62)

ABS MEMBER ADVERTISING

Do you have a product or service beneficial to the other 10,000+ ABS members? Now is your chance to advertise it in the *ABS Magazine*.

ABS members are 10x more likely to buy from another ABS member vs. nonmember.



- Aviation Products and Services
- Flight Training
- Hangar space
- Healthcare
- Insurance
- Retirement
- Vacation Destinations

... and the list continues.

If you have a product or service you'd like to advertise in *ABS Magazine*, contact Jenna Reid at **816-699-8634** or at ***jenna.reid@vpdcs.com***

AMERICAN BONANZA SOCIETY

COMBAT WOUNDED

THEY'VE GOT HEART, THEY NEED WINGS

Imagine a soldier returning home from combat facing devastating injuries and long-term hospitalization-- in a facility hundreds of miles away from their family.

Now imagine yourself bringing them together.









VETERANS AIRLIFT COMMAND

The VAC provides free air transportation to post 9/11 combat wounded and their families for medical and other compassionate purposes through a national network of volunteer aircraft owners and pilots.

FIND OUT HOW YOU CAN MAKE A DIFFERENCE.

VETERANSAIRLIFT.ORG - 952-582-2911



and entry into their wildlife encounter database. The NTSB decided this would not be classified as an accident and that the FAA could handle the paperwork. The FAA inspector was kind, sympathetic, and very reasonable about the entire incident.

We are currently making arrangements for Million Air, the FBO at Richmond International, to travel to New Kent and replace the windshield in my hangar, as there is no maintenance shop at W96. Then we can get a ferry permit to fly the plane to Richmond for the rest of the repairs. The altimeter, compass, and turn coordinator are destroyed. The autopilot controller and audio panel are bent, along with the instrument panel. And the defroster outlet and glareshield are unusable. The poor bird was in the baggage compartment, having wrecked the speaker and actually damaging the cabin air exhaust vent at the far aft section of the hat rack.

Thinking back on this incident, I've had a few thoughts. First, if your passenger is a pilot, make sure they know how to move the controls over to the right side in case you are incapacitated, as I nearly was. Second, we always hear "trust your instruments," and I've told students the same thing many times. Normally that's good advice, but not always. After the vulture hit us, we weren't at 6,000 feet in a hard left turn as the instruments indicated. When I was actively instructing, I would never solo a student until they could go from downwind abeam the numbers through landing with the six pack covered up. I think it's very important to be able to fly a light airplane strictly by looking out the windows, if necessary.

I've also thought more about what I should have done if the gear hadn't come down. It turns out that head wounds make a huge mess, but like an oil leak, a little blood looks like a lot. At the time, I thought perhaps I was bleeding enough that I had better land right away, but it thankfully turned out that wasn't the case. I don't know that I could have cranked the gear down with my broken wrist, and the risk of flying around with very limited forward visibility and a huge amount of extra drag would have been significant. So I think a prompt belly landing may have been the right call if the gear hadn't come down, but who knows?

We hope to have the Bonanza back in the air in a few months and are grateful that Million Air FBO at Richmond is helping us out by doing some of the maintenance at New Kent. My two partners and I are anxious to get back in the air with our Bonanza soon.

Doug Cumins is an airline captain and flight instructor. ABS interviewed Doug and his passenger Jay Mills about this experience in a video you may watch on the American Bonanza Society's YouTube channel.



LIFE MEMBER
AMERICAN BONANZA SOCIETY

Our 1975 F33A N4147S was an absolute gift from GOD and my wife and I love it so much.I attended the ABS Maintenance Academy and the Instructor Crosstalks to learn even more all with the goal of achieving a higher level of safety and longevity for the Beech Fleet. It is my goal to become an ABS Recognized Flight Instructor to help others get the most out of the best planes in the sky. I feel that being a Lifetime Member is a perk that pays dividends in the knowledge available via the wonderful staff and tech advisors that are ready willing and able to help. I truly feel that I have a family with the ABS. Lifetime Membership is an indication of my desire to make the very best type club even better.

Dan Drew
1975 F33A N4147S Round Rock, TX

For more information on becoming an ABS Life Member:

Contact ABS at 316-945-1700
or *info@bonanza.org*
American Bonanza Society,
3595 N. Webb Rd Suite 200
Wichita, KS 67226
Office Hours: 8:30 to 5:00 p.m.
US Central Time, Mon.-Fri.

Benefits of Your Life Membership!

- Retain a team of world class Beechcraft® technical experts to offer definitive answers to your questions.
- Monthly *ABS Magazine* – for the rest of your life.
- Life Membership certificate for your home or office.
- Embroidered polo shirt and hat with special life membership design.
- Never again have the hassle of renewing your membership – saving you time and money.
- Join thousands of members who have made a lifetime commitment to ABS.
- Ensure that the next generations of Beechcraft® owners have the same level of support and enjoyment that you have had.

Your Life Membership Also Supports ABS!

- Investment in maintenance of the aging ABS-type fleet.
- Delivery of Beechcraft® specific programs, seminars, and online courses.
- Work with industry stakeholders to advocate for safe flight practices that impact the longevity and value of the ABS fleet.
- Development and delivery of continuing education for the mechanics who you trust to maintain your Beechcraft®.

How Does it Work?

- Upgrade to a Life Membership for $1650.
- Get up to $200 OFF off with a $10 credit for every year you have been an ABS member.
- Call or email the ABS office NOW for more information or to arrange to pay the fee in two installments within the same calendar year.

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 info@bonanza.org.

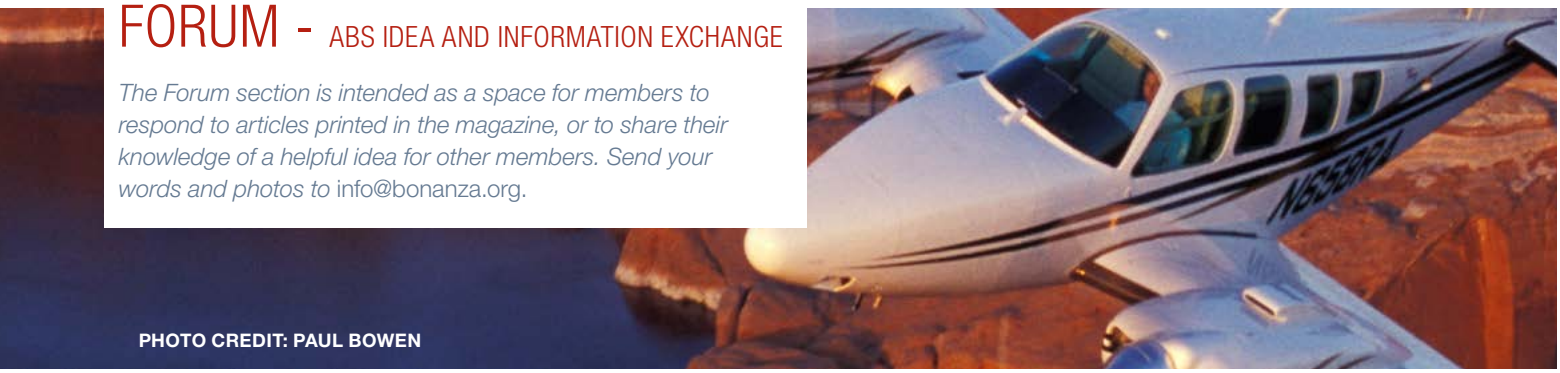


PHOTO CREDIT: PAUL BOWEN

Dear Tom:

Thank you, thank you, thank you! Your continued service to our organization and event [Beech Party] are deeply appreciated. Our partnership in aviation with your and the ABS Air Safety Foundation is paramount to our success in perpetuating aviation education. We are most grateful to you.—Jody Curtis, Executive Vice President, Beechcraft® Heritage Museum

I on rare occasions run into people who think that the ABS dues are not worth what they can "get" out of their membership...then I come to the Member Forum, the Maintenance Forum (although I am sure some here slap their forehead when they see my name again) and I read through others questions and problems. Soon along comes Bob Ripley, Mike Thompson, Dane Rasmussen, Shep Johnson, et al., and give us YEARS of wisdom, knowledge, advice, and more, and I think just how blessed we all are to have this available to us. I am a Life Member, so I am getting way more than I paid…plus good friends. Thanks to all of you.—Danny Drew

Correction

Thanks to fellow ABS member Paul Roy for pointing out an error in my recent Drive 'n Dive article [BPPP, May 2025], wherein I incorrectly stated that the FAF [final approach fix] is the glideslope/glidepath intercept on a precision approach, which is not true. It is always the Maltese cross/lightning bolt [symbol on the chart], save for the rare case when you are below the published altitude for that way point. This Forum letter elaborates on that topic for any others who may have shared my misunderstanding.

The FAA wording is unambiguous:

FINAL APPROACH FIX - The fix from which the final approach (IFR) to an airport is executed and which identifies the beginning of the final approach segment.

It is designated on government charts by

- the **Maltese cross** symbol for **non precision approaches;**
- and the **lightning bolt symbol**, designating the PFAF, for precision approaches;
- or when ATC directs a lower-than-published glideslope/path or vertical path intercept altitude, it is the resultant actual point of the glideslope/path or vertical path intercept.

My explanation is:

In the many decades of precision approaches before GPS, a precision ILS approach lateral distance started with an Outer Marker (OM), frequently collocated at the Maltese cross as the FAF. Obviously, this does not change because of your altitude. Regardless of your distance to the runway, you would always begin your descent when you intercept the glideslope. This would happen right about the OM (Maltese Cross) if you were flying right at the Initial Approach Altitude (that's how they designed it), and a bit farther from the runway if you were higher.

GPS added parallel terminology: Glideslope is now a "glidepath" and the Maltese cross symbol is replaced by a lightning bolt. Note that even with WAAS GPS and LPV, an RNAV is not considered a "Precision Approach" for most FAA purposes (counter-intuitive and ironic as that may be).

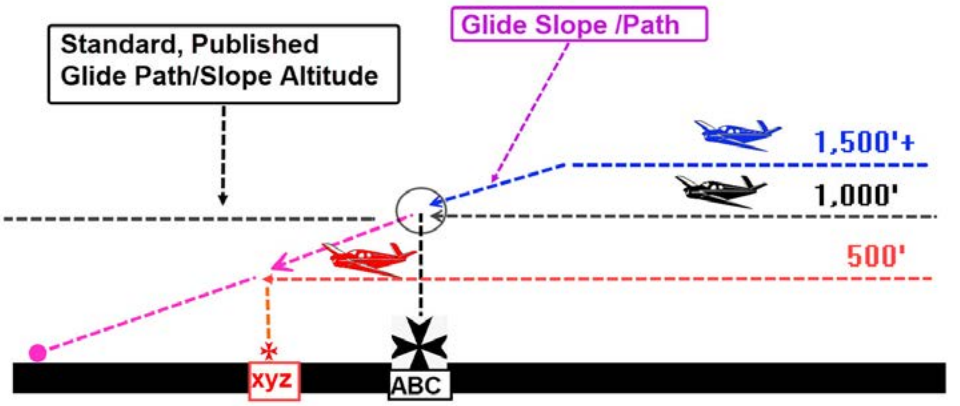
As a visual explanation, refer to the diagram. All airplanes at or above the published Initial Approach Altitude (1,000 feet in this example) will intercept the glideslope/glidepath and follow it down. At some point, all airplanes will be at the same vertical and lateral point in space (the circle at ABC) as they pass over the Maltese cross laterally while on the glideslope/glidepath. This is the FAF point (the circle at ABC) for all of those airplanes, which works out to be at the Maltese cross.

The only exception is if an airplane is below this altitude, as it will not yet have intercepted the glideslope/glidepath when crossing over the lateral FAF waypoint (ABC), and therefore may not descend yet. Not until it has also intercepted the glideslope/glidepath can it begin its descent and qualify for having reached its FAF. The blue and black airplanes in my illustration achieve both conditions at the circle at ABC. But the red airplane does not satisfy both conditions until the location, which I have arbitrarily labeled XYZ for illustration purposes.

Again, thanks to Paul Ray for his attention and correction.—Henry Fiorentini

Hi Thomas:

I enjoyed reading your article "Command Pilot: Passenger Briefing" in the October issue of *ABS Magazine*. I did have a question. You mentioned having passengers meet at the



tail during an evacuation. Can you explain that reasoning? I would understand you would want to avoid the propeller, but it would usually be stopped anyways.

I tell my passengers to meet in front of the nose. Easy to point towards, easy to see (no fire behind you, etc.), the debris field would likely be behind you, and if you landed into the wind, meeting at the nose would keep you upwind of flames, fumes.

Any thoughts?—Kevin Robinson

Hi, Kevin:

Everything that's dangerous to passengers after an airplane has come to a stop is toward the front of the airplane, namely fuel and electricity. As you exit the airplane you're facing the tail anyway, and I direct passengers to go several airplane lengths back past the tail to meet up there to keep them as far away from the fire and explosion threat. As I wrote in the October issue, "I advise passengers to move past the tail and keep moving at least 50 yards (half a football field) to get away from the airplane's flammable hazards." That's my thinking, anyway. Thanks for reading, and for your question that may cause others to consider alternatives.—TT



Classified Advertising

Classified Advertising Rates:

Basic $19.95

- 30 day listing
- Posted online the next business day
- 50 words maximum
- Three pictures listed online
- NOT printed in the ABS magazine

PREMIUM $64.95

- 60 day listing
- Posted online the next business day
- 75 words maximum
- 10 pictures listed online
- Two consecutive months of listings in the ABS magazine classified ads column
- Payment must be received before placing

**Please make sure you add your contact information in the text body of the ad so people can contact you.*

TERMS: Pre-paid with order; no agency discounts. Once your classified ad is posted to the website, No Refunds.

CLOSING DATE: Order and payment must be received by the 5th of the month before placement.

PAYMENT: An invoice will be emailed to you for payment. Your classified ad will not be published until invoice is paid.

TO PLACE: Ads need to be submitted in writing. Submit your ad online at *www.bonanza.org/community/classifieds*

QUESTIONS: If you have any questions, please contact Shela Holmes at 316-945-1712 or *shela@bonanza.org*

AIRCRAFT FOR SALE, RENT, PARTNERSHIP

1977 BE58TC For Sale. 1977 Baron BE58TC N17850 Serial#TK58 AFTT 5246 Left Engine RAM IO-520-WB installed 2023 205hrs. Right Engine RAM IO-520-WB installed 2020 613hrs. Both props New Hartzell 3-blade 2023 205hrs. Garmin 600TXI PFD, (3) Garmin GI275 MFD / Copilot FD, GTN750 GPS, GTN650 GPS, In Dash Sirus Weather, Storm Scope, Garmin Color Weather Radar (New 2025), Garmin GTX330 Transponder with ADS-B out, Garmin GFC600 Autopilot w/ Smart Glide, New 2023 Cleveland brakes, Front & both Main Landing Struts, Landing Gear Box Rebuilt 2023. Paint Good, Leather Seats, Interior Good, flown regularly. Contact *ken.e.copeland@gmail.com* for more details and pictures. (859) 533-32111962

1962 Bonanza P35. Beautifully maintained 1962 Bonanza P35 (Serial #6984) for sale! This classic performer has 3,529 total airframe hours and only 109 hours since engine overhaul by Bill Cunningham at Power Masters in Oklahoma. The annual inspection was completed in June 2025, so it's ready to fly and enjoy. View photos on *www.bonanza.org/community/classifieds/* or call 319-472-9129 for more details.

Beautiful 1977 Beech V35B For Sale. 1977 s/n 10048, N60RM, 1TT8, Bulverde, Texas. Total Time 3430. Annual 2/25. Total time 1742 on IO-520-BB. LED lighting. 1/2" Speed Slope windshield, Useable fuel 74 Gallons. Stunning interior upgrade in 2022. Poplawski paint in 2020. No corrosion, always hangared. Aspen E5. Avidyne IFD 550 with APX 340 (ADSB in and out). JPI EDM-800. Eagle fuel drains. 1094 useful load. View photos on www.bonanza.org/community/classifieds/. Logs upon Request. Price $230,000. *samueldonsmith@gmail.com* or 830-279-9464.

1980 B55 Baron For Sale. 2806 TT, NDH. Engines left 206 SFRM, right 1277 SMOH, Scimitar props 136 TT. GI-275 PFD, GI-275 EHSI, coupled KFC-200 A/P, GTX-330-ES ABS-B Out, 430W GPS/nav/com, GMX 200 MFD, GDL 69 XM weather, Strike Finder, KMA-24 audio, KY-196 com, KN-53 nav, KN-64 DME, panel-mount clock/timer/voltmeter, intercom. Dual yokes with custom Bubble-B centers, copilot brakes. LP gray 5/8" windshield, 1/4" pilot/copilot windows both with vent windows, dark tinted 2nd and 3rd windows, Rosen visors. Original cloth/vinyl interior with 5th and 6th seats, replacement wool carpeting. AD-free C&D heater, Norton radome nose. King Air Jaguar Edition paint scheme. All logs. $230,000. Aircraft featured in several ABS Magazine articles including Beechcraft® of the Month, April 2015 edition. Contact George Brown at *george@bonanza.org*.

AIRCRAFT PARTNERSHIP. Looking for 1/2 ownership partner on A36. New IO-550, Hartzell Scimitar propeller, Dual Electronic ignition, D'Shannon tip tanks, full Dynon 3-screen panel, Avidyne 540. Entire aircraft re-wired, completely new from the instrument panel forward. Aircraft is approved for a max gross weight of 4,010 pounds. Mpls/St.Paul area. Call/text Scott 612-991-7171.

2000 A36TN For Sale. Rare opportunity to acquire a One Owner low total time like new A36TC with TAT III Turbo, FIKI deicing, built in oxygen and factory air. Also includes ADSB IN/OUT, TCAD traffic, XM weather, WX500 storm scope, JPI EDM-700, GMX 200, KX63 DME. GW increase to 4011, BOSE Headset jacks all positions. Tanis heater. Painted two years ago. All logs no damage history. Fresh annual in October. Recent prop overhaul. Total time 1437 hours. $529,000. Contact Jim 847.452.1620 or *Jreddy@ameritech.net*.

1969 Beech Bonanza E33. Immaculate aircraft. Always Hangared. Total airframe time 2777. October 1998 new Continental IO-550-B12B engine. Current engine time 357. No damage history. Current annual October 2025. Original flight log from Beechcraft® factory thru current annual. New exceptional paint 1974. I have owned this aircraft since 1971. Located in NE Washington. Phone 209.769.7714 for more details. $235,000.

1968 Beechcraft V35A Bonanza, *Creston, IA* (KCSQ). FliteCraft 'Turbo Flite 520' Turbo-Normalizing System. Absolutely Beautiful Aircraft with spotless complete records. TOTAL TIME: 5,770 TOTAL TIME

SINCE NEW. Call Denny at 641.340.5132 or email *ddquam@gmail.com* for questions and more information. Please see link below for all photos, logbooks, and additional information*: https://shorturl.at/dQvpC.*

G36 Partnership. Looking for 1/3 or 1/2 ownership partner for a 2011 G36 currently hangared at Palo Alto. 1200 TT, six new Millenium cylinders in January 2025. Full G1000 suite. Air Conditioning. Deicing boots and windshield hot plate. Annual May 2025 by Honeycutt Aviation. No damage history. Always hangared. Open to San Carlos or Palo Alto as base. Contact George at *glstromeyer@gmail.com.*

INSTRUCTION

Bonanza thru King Air-Experienced CFII. GA trained with 30 years of major airline experience. Can travel to your airport. Airmanship training, checkouts, insurance qualification, and new ratings. V-series thru King Air 350. Travel Air 95 (dual yoke) based at KPAE. C35 at KFEP. Karl Seuring 206-669-8000 (m).

Bonanza thru P-Baron Instruction - Your Aircraft! Your Airport! Your Time! Personalized and tailored training/instruction for you, taught by a Gold Seal and ABS Recognized Flight Instructor. CFII, MEI, ATP, A&P/IA – 30+ years' experience. Robert Benda, 720-891-0808, *ExecFlightsLLC@gmail.com, www.ExecutiveFlightServicesLLC.com.*

EQUIPMENT, PARTS, SERVICE

Engine Conversions for Bonanzas/Barons. IO-550, IO-520, IO-470N with airframe and powerplant upgrades to realize all available horsepower, while being properly cooled. New technology Scimitars as well as existing propellers approved on engine conversions. Early Model Bonanza G35, F35, E35, D35, C35, B35, and A35. STC for IO-520 engine upgrade, well-engineered structural re-enforcement kit, along with all necessary upgrades to modernize airframe. GWI approvals with engine conversions. Contact D'Shannon at 800-291-7616.

Engine Cooling Baffles. Engine Baffle Cooling Kits for all Bonanzas. Engine Baffle Cooling Kits for all Barons G58, 58, E55, D55, C55, B55, A55, 55 (58P& 58TC recently added). All Turbo Charged and Normally Aspirated engines approved, including all aftermarket engine conversions. Engine Compartment Air Flow Panels STC'd for all Bonanzas. Contact D'Shannon at 800-291-7616.

Super Scimitar Propellers. Super Scimitar Propellers for all Bonanzas with IO-550, TSIO-520D, TSIO-520UB, IO-520, and all IO-470's. Super Scimitar Propellers for IO-550 Converted Barons, 58, E55, D55, C55. Best Pricing and availability in the industry. Contact D'Shannon at 800-291-7616.

We are dismantling many Bonanzas for parts to keep your Bonanza flying! All V-tail Bonanzas 1947 thru V35B, 33, B36TC, A36, Debonair,



F33, Barons, Travelair. Please call 530-661-1696, text only 530-808-9001, or email *bonanzaparts@gmail.com* any requests! Visit our webpage *www.bonanzaparts.biz.*

Dual Yoke Rental. Baron/Bonanza. $300 plus shipping for first 2 months, $125/mo thereafter. Steve Weaver 843-475-6868 (WV).

Elevators, 33 thru Baron. FAA-approved repair station #209-53. Biggs Aircraft: 405-258-2965, Fax 405-258-3016.

SmartSpace Extended Baggage for Beechcraft® 36/A36 STC/PMA Get more space! Give your pre-1979 A36 the same baggage capabilities as the latest G36! Adds approx. 11cu/ft of storage and can accommodate 70lb of baggage. Same footprint as G36 rear baggage with no changes to aircraft exterior. All aluminum construction with innovative cargo net & integrated seat straps. Removable in minutes for easy maintenance access. Typical installations can be completed in 1-2 days. *www.ApproachAviation.com,* 978-314-4626



Cylinders – Hard to find E-Series cylinders, plus IO-470 and IO-520 Overhauled Stud Assy. Aviation Airparts Inc. (760) 721-1389 or email *info@aviationairparts.com.*

Under Wing Fuel Vent Tube Repair Kit. Stainless. $98. Heino Moeller. Please text to 714-394-6609.

Fuel tank/bladder leak repair. We specialize in fuel tank removal and installation for leak repair. No more leaking bladders now. Call Robert Boehnlein 706-573-5699 or email *robert@columbusaeroservice.com*. Columbus, GA. God bless and see ya soon.

Reskin Your Elevators in "Aluminum." "No more Corrosion Problems." Models 33, 34, 36, 95, 55, and 58. Replace one elevator at a time. Exchange and Ppaint available. One price covers all. Built in certified. Fixtures by Experienced Technicians FAA CRS U5LRO68X FAA-PMA (877)364-8003 or (952)447-7737. Email: *dave@srsaviation.com.* Web: *www.srsaviation.com.*

FLIGHT CONTROLS RESKINNED: Flaps, Ailerons, and Ruddervators 33 to King Air. Exchange and paint available. One price covers all. Built-in certified Fixtures by Experienced Technicians. FAA CRS U5LRO68X FAA-PMA. (877) 364-8003 or (952) 447-7737. Email: *dave@srsaviation.com*. Web: *www.srsaviation.com.*

ENGINE BAFFLE: Replace your 470 series or E225 engine baffle with PMA engine baffle. Twice as thickas OEM. Also available are PMA Push Pull handles (aluminum). FAA CRS U5LRO68X FAA-PMA (877) 364-8003 or (952) 447-7737. Email: *dave@srsaviation.com*. Web: *www.srsaviation.com.*

Coverups By Denise. Expanded vinyl gear and flap actuator covers for Bonanzas and Barons. Uplock cover set – old style $64, new style $81. Nose retract rod cover – $64. Nose steering rod cover - $35. Wing flap actuator cover set - $76. Main gear chamois retract arm cover set - $98. Intergear door chamois - $70. All prices plus shipping. Call or email Denise at *4314hk@gmail.com*, 321-725-9226. Now credit cards are accepted.

Seat Specialists - Seat recline cylinders repaired, seat repair, seat replacement parts. Call Chuck at AvFab 660 885-8317 or *chuck@avfab.com.*

Tables, new and used available. Contact Chuck 660-885-8317 or *chuck@avfab.com.*

MIKE UPHOLSTERY-CUSTOM INTERIORS. Mike's Upholstery: Custom interiors, singles-light twins. FAA certified. Same location since 1968. North Omaha Airport (3NO). Omaha, NE. Mike Roney 402-572-8788.

REAL ESTATE & GETAWAYS

SPRUCE CREEK FLY-IN REALTY – RESIDENTIAL AIRPARK, *www.fly-in.com*. Daytona Beach, Florida. ABS Sponsor, members. Home of over 60 Bonanza's and Baron's. Gated Country Club Community with its own Airport, 4000' paved runway x 180' wide, 6/24. Private GPS approach. (CTAF122.725). Taxiway Homes from $700,000, condos from $200,000. Golf/Nature Homes from $300,000. Lenny Ohlsson, Broker, SPRUCE CREEK FLY-IN REALTY, 800-932-4437, email: *sales@fly-in.com.*



TO ADVERTISE IN ABS MAGAZINE CONTACT:

JENNA REID,
ADVERTISING DIRECTOR

JENNA.REID@VPDCS.COM
816-699-8634

ABS Board

Term Expires

President:

Stephen Hammers *(At Large)* 2026*
Brentwood, TN
president@bonanza.org

Vice President:

Richard Schmidt *(At Large)* 2026*
Scottsdale, AZ

Treasurer:

William Van Lent *(Area Central)* 2028*
West Des Moines, IA

Secretary:

Susan Delgado *(Area West)* 2027*
San Jose, CA

Executive Committee Member:

Bill Cannon *(Area East)* 2027*
Concord, NC

Term Expires

C.K. Lee *(At Large)* 2026*
Colleyville, TX

Chester Jurskis *(At Large)* 2027*
Dallas, TX

John Williams, Jr. *(At Large)* 2028*
Jamaica Plain, MA

Drew McEwen *(At Large)* 2028
Wichita, KS

**member in their second term*

The Board of Directors shall consist of nine members elected from and by the membership of the Society. Six (6) directors shall be residents of any of the United States (one (1) of those directors may instead be a resident of a foreign country) and three (3) directors shall be residents of Areas East Central and West respectively, one (1) director from each area:

Area East: Alabama, Connecticut, Delaware, Florida, Georgia, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, Washington D.C., West Virginia, Canada and all other foreign countries except Mexico.

Area Central: Arkansas, Colorado, Idaho, Illinois, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, Utah, Wisconsin, Wyoming and Mexico.

Area West: Alaska, Arizona, California, Oregon, Washington and Hawaii.

Past Presidents

1967-1971: B.J. McClanahan, MD*
1971-1973: Frank G. Ross*
1973-1975: Russell W. Rink*
1975-1976: Hypolite T. Landry, Jr., MD*
1976-1977: Calvin B. Early, MD, PhD*
1977-1978: Capt. Jesse F. Adams, USN(R)*
1978-1979: David P. Barton*
1979-1980: Alden C. Barrios*
1980-1981: Fred A. Driscoll, Jr.*
1981-1983: E.M. Anderson, Jr.*
1983-1984: Donald L. Monday*
1984-1985: Harry G. Hadler*
1985-1986: John E. Pixton*
1986-1987: Charles R. Gibbs
1987-1988: Joseph McClain, III*
1988-1989: Lee Larson*
1989-1990: William H. Bush*
1990-1991: Ray L. Leadabrand*
1991-1992: James C. Cassell, III*
1992-1993: Warren E. Hoffner*
1993-1994: John H. Kilbourne
1994-1996: Barrie Hiern, MD*
1996-1997: Ron Vickrey
1997-1998: Willis Hawkins*
1998-1999: William C. Carter
1999-2000: Tilden D. Richards*
2000-2001: Jon Roadfeldt
2001-2002: Harold Bost*
2002-2003: Jack Threadgill*
2003-2004: Jack Hastings, MD*
2004-2006: Craig Bailey
2006-2007: Jon Luy
2007-2008: Arthur W. Brock
2008-2009: Bill Stovall
2009-2010: Ron Lessley
2010: Stephen Blythe
2010-2011: Lorne Sheren, MD
2011-2013: Keith Kohout
2013-2015 Robert Goff
2015-2016: Cameron Brown
2016-2017: Paul Damiano
2017-2018: Howard Johnson
2018-2019: Jay Burris
2019-2020: Phil Jossi
2020-2021: Paul Lilly
2021-2022: Greg Stratz
2022-2023: Michael Madigan
2023-2024: C.K. Lee
2024-2025: Susan Delgado

**Deceased*

ONE STOP SHOP
for all your engine needs!
"THE AIRCRAFT CYLINDER REPAIR EXPERTS"

• NASCAR Valve Jobs Guaranteed to TBO
• Port and Polish
• Balancing and Blueprinting
• Cryogenic Treatment of Critical Components
• New Cylinder Performance Enhancements
• Calibrated Flow Bench Testing
NEW SUPERIOR ECI | OVERHAULED NICKEL REBARREL
O/IO-470 ..... Call for Pricing
IO-520/550 .....
NO SALES TAX If you are buying parts and reside outside the state of Arkansas, we do not charge sales tax!
• Engine OVH Parts • Engine Mounts
• Crankcases • Hose Kits
• Crankshafts • GAMI Injectors
• Camshafts • Corp. Wheel & Brake
• Fuel Systems • Cylinder Parts
• Accessories • Bonanza Standby Air Systems
• Brake Disks & Linings
RAPCO Inc. REPLACEMENT AIRCRAFT PARTS CO. RAPCO FLEET SUPPORT Inc. AIRCRAFT BRAKES
VACUUM PUMPS
200 SERIES .... Call for Pricing
200 SERIES ....
400 SERIES ....
400 SERIES ....
Factory Overhauled FUEL PUMPS
AIRBORNE • WELDON
GLOBE • DUKES
ZENITH • ROMEC
PAP ENGINE PARTS
PERFORMANCE AIRCRAFT POWERPLANTS, INC.
PERFORMANCE AIRCRAFT PARTS, INC.
870-423-3322 • 800-388-4587
fax 870-423-3336 • info@pap2fly.com
781 County Road 715 • Berryville, AR 72616
www.pap2fly.com

Pilots N Paws®
is an online meeting place for pilots and other volunteers
who help to transport rescue animals by air. The mission of the site is to provide a user-friendly communication venue between those that rescue, shelter, and foster animals; and pilots and plane owners willing to assist with the transportation of these animals.
Joining is easy and takes just a minute of your time.
www.pilotsnpaws.org


ABS Events

Additional details are available at *www.bonanza.org/events*. More extensive coverage of Regional Society fly-ins can be found on their websites.

JANUARY 10
Beechcraft® Pilot Proficiency Program (BPPP) Live
Embry-Riddle University
Daytona Beach, FL

JANUARY 29 – FEBRUARY 1
Beechcraft® Maintenance Evaluation
Baker Aviation
New Smyrna Beach, FL (KEVB)

FEBRUARY 21
Beechcraft® Pilot Proficiency Program (BPPP) Live
Carlsbad, CA

MARCH 19-22
Beechcraft® Maintenance Evaluation
Beechtec Air Services
Houston, TX (KDWH)

APRIL 14-19
ABS at Sun 'n Fun
Lakeland Regional Airport
Lakeland, FL

APRIL 15
ABS Member Dinner at Sun 'n Fun
Prop 75 Building
Lakeland, FL

MAY 2-3
ABS Maintenance Academy
Beechcraft® Heritage Museum
Tullahoma, TN

MAY 28-31
Beechcraft® Maintenance Evaluation
Leading Edge Aviation
Spencer, IA (KSPW)

JUNE 11-14
Beechcraft® Maintenance Evaluation
Shavano Aviation
Salida, CO (KANK)

JULY 9-12
Beechcraft® Maintenance Evaluation
Zefting Aviation
Bellingham, WA (KBLI)

JULY 20-26
ABS at EAA AirVenture
Oshkosh, WI

JULY 21
ABS Member Dinner at EAA AirVenture
Brighton Acres
Oshkosh, WI

AUGUST 20-23
Beechcraft® Maintenance Evaluation
Poplar Grove Airmotive
Poplar Grove, IL (C77)

SEPTEMBER 10-13
Beechcraft® Maintenance Evaluation
Ozark Aircraft Maintenance
Cape Girardeau, MO (KCGI)

SEPTEMBER 24-27
Beechcraft® Maintenance Evaluation
Plane Care
Hagerstown, MD (KHGR)

OCTOBER 22-25
Beechcraft® Maintenance Evaluation
Gibbs Aircraft Service Center
San Diego, CA (KMYF)

OCTOBER 24-25
ABS Flight Instructor Crosstalk
Sacramento, CA

NOVEMBER 7-8
ABS Maintenance Academy
Addison, TX

Regional & International Societies

Visit these websites for more information.

AUSTRALIAN BEECHCRAFT® SOCIETY
www.abs.org.au

BONANZA CLUBE DO BRASIL
www.bonanzaclube.com.br

EUROPEAN BONANZA SOCIETY
www.beech-bonanza.org

MIDWEST BONANZA SOCIETY
www.midwestbonanza.com

NORTHEAST BONANZA GROUP
www.northeastbonanzagroup.org

ROCKY MOUNTAIN BONANZA SOCIETY
www.rmbonanza.org

PACIFIC BONANZA SOCIETY
www.pacificbonanza.org

SOUTHEASTERN BONANZA SOCIETY
www.sebs.org

SOUTHWEST BONANZA SOCIETY
www.swbonanza.org

ABSWEB WEBINARS
New webinars are added to the ABS Online Learning Center on the second Thursday of each month.
January 8
February 12
March 12
April 9
May 14
June 11
July 9
August 13
September 10
October 8
November 12
December 10

Display Advertising Index

Display Advertising Director: Jenna Reid
2779 Aero Park Drive, P.O. Box 968; Traverse City, MI 49684 • Ph: 1-800-327-7377, ext. 3017 • Fax: 231-946-9588 • E-mail: *jenna.reid@vpdcs.com*

NOTICE: ABS assumes no responsibility for products or services herein advertised, or for claims or actions of advertisers. However, members who are unable to get satisfaction from advertisers should advise the ABS. Any references made to the ABS or BPPP, Inc. in any advertisements in this magazine do not indicate or imply endorsement of or recommendation by the American Bonanza Society or the BPPP, Inc. organizations.

Aero-Mach Wilco Inc. 27
Aircraft Door Seals LLC 7
Aircraft Spruce & Specialty Co. 11
Air Mod 30
Alpha Aviation Inc 34
Arrell Aircraft Sales Inc. 30
Aviation Design 23
Avstat Aviation Inc. 10
Baker Aviation 38
BAS Inc 56
Beechtec Air Services. 46
Biggs Aircraft. 29
Bonanza & Baron Pilot Training/BPT . . . . . Back Cover
Bruce's Custom Covers 24
Carolina Aircraft 21
CIES Corp. 46
Cincinnati Avionics (Sporty's) 30
Corporate Angel Network. . . . . Inside Back Cover
Cygnet. 9
DBM 47
D'Shannon Aviation. 55
Eagle Fuel Cells. 14
EverReady Aviation/EverAir. 27
Falcon Insurance/Acrisure Aerospace . . . . . Inside Front Cover
Gallagher Aviation LLC 47, 57
Gemco Aviation Services Inc. 44
General Aviation Modifications 17
Great Lakes Aero Products 48
Hartwig Aircraft Fuel Cell 45
InTrust Bank. 67
JP Instruments 43
Kalamazoo Aircraft 34
Kelly Aerospace Thermal Systems 3
Knots 2U, LTD 23
Main Turbo 46
Micro AeroDynamics. 29
Murmer Aircraft Services 19
Niagara Air Parts 19
Pals SkyHope 65
Performance Aero Inc. 36, 37
Performance Aircraft Parts 70
Pilots N Paws 70
Poplar Grove Airmotive Inc.. 42
Quality Aero Maintenance. 55
RAM Aircraft LP 5
Ryan Machine 23
Select Air Parts 59
Superior Air Parts 51
SureFly 41
Tornado Alley. 10
VAC – Veterans Airlift Command 61
Wingman Med. 46
WJ Horan 38



Corporate Angel Network (CAN) provides cancer patients free seats on jet and turboprop business aircraft to treatment throughout the United States.

Thanks to the generous support of our partners, CAN has coordinated more than 69,000 patient flights. Can you spare an empty seat or donate to our mission? The space you fill may well be in your heart.

CAN

Cancer Patients Fly Free.

107 Mill Plain Road, Suite 204 | Danbury, CT 06811 | (914) 328-1313 | corpangelnetwork.org

“The instructors here have astounding backgrounds, from Navy carriers to Air Force Thunderbirds to commercial pilots and more.”

Howie Lowden
Travel Air N20F



STAY CURRENT. BE CONFIDENT. FLY LIKE A PRO.

Travel Air pilot Howie knows the value of BPT training:

- Dedicated flight instructors with ***5+ DECADES*** of Beechcraft flight training experience!
- In-person ground school
- Type-specific training in ***your*** aircraft
- One-on-one maintenance program
- Friday lunch and dinner; Saturday lunch
- Can help ***lower your aircraft insurance rates!***

WORLD-CLASS FLIGHT INSTRUCTION
tailored to your individual Beech aircraft.

TYPE-SPECIFIC TRAINING FROM LEGENDARY INSTRUCTORS WITH 1,000’s OF HOURS OF EXPERIENCE!

Tucson, AZ (KTUS)	Jan. 9-11, 2026
Lakeland, FL (KLAL)	Feb. 20-22, 2026
Austin, TX (KEDC)	March 27-29, 2026
Fresno, CA (KFAT)	April 17-19, 2026
BPT Power Summit / Oshkosh, WI (KOSH)	May 15-17, 2026

REGISTER NOW!
bonanzapt.com
970.206.0182

BPT
Bonanza & Baron Pilot Training
The Ultimate in Flying Proficiency

Sponsored by
AVEMCO Insurance Company

© Copyright 2026, BPT, Inc. All rights reserved. Not affiliated with ABS or the Beechcraft Pilot Proficiency Program