



B AMERICAN BONANZA SOCIETY

**An Exclusive
Interview with
Beechcraft
CEO Bill Boisture**

See Page 16

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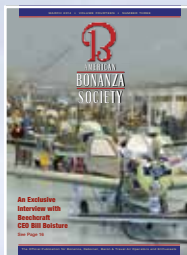
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The American Bonanza Society serves Beechcraft enthusiasts by sharing valuable safety, technical, and educational resources, and by promoting interaction among and advocacy on behalf of its members.

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ABS President's Comments

Life Membership

By Bob Goff

Over the last several years, ABS/ASF has increased its number of Life Members from fewer than 500 to nearly 700. Life membership is a commitment that many of our members make to ensure our organization has the financial resources to serve our membership. For younger members, it's easier to justify the \$1200 investment over many years. We find that most members purchase a life membership not because it's a great investment, but because it's an excellent way to support our organization and passion for flying. Our goal, over the next two years, is to add 150 new Life Members per year while attaining over 1000 Life Members by the end of 2015. When you read the testimonials from members in *ABS Magazine* as to why they became a Life Member, the stories are different yet the primary reasons are the same – they want to give back and make certain the ABS/ASF stays strong as the largest aviation club of this type in the world.

Becoming a Life Member helps ABS in many ways. For example, renewing a member can be a costly and time-consuming procedure. With the abundance of mailings and e-mails, member renewals require nearly \$6 to process. None of us like receiving renewal notices, but it works. When you become a Life Member all of that goes away and allows ABS to put our time, money, and attention toward matters that help you enjoy flying your Bonanza or Baron. The ABS Board has just approved a new life membership program that recognizes long-time members. When you become a Life Member, you can deduct \$10 for every year you've been a member from the \$1200 investment, for up to 20 years. In other words, if you have been an ABS member for 20 years or longer, your life membership will cost \$1000. Life membership is a great way to give back and support ABS/ASF while still receiving all the benefits and a few more.

To become a new Life Member is really easy – just call Whit Hickman or Tom Turner at ABS Headquarters (316-945-1700) and they will take care of all the details. Thank you for your continued commitment to the American Bonanza Society. 

Bob Goff is a retired businessman and has been an active ABS member and Life Member for more than 25 years.

Join ABS at Sun'n Fun 2014

April 1-6, 2014 • Lakeland, Florida



Chat with ABS Board Members, ABS Executive Director Whit Hickman and other ABS members at Sun 'n Fun in Lakeland, Florida. ABS will join Beechcraft at the S-n-F location – MD-007B-MD-008A – again this year. Renew your membership or bring a friend to join ABS! We will have limited merchandise available for purchase.

The ABS Annual Sun 'n Fun Dinner will be **Wednesday, April 2 at 5:15 pm at the Hilton Garden Inn** located across from the KLAL terminal. We have room for 150 members and guests. Register and pay by visiting <https://www.regonline.com/SunNFunDinner> or contact us: absEvents@bonanza.org or 316-945-1701.

We also need volunteers to work the booth throughout the week. Last year more than 15 ABS members volunteered – we always have a great time so join in the fun.



ABS Benefits From Strong Volunteers

By J. Whitney Hickman

There are many ways individuals can volunteer to help organizations succeed and meet their needs, goals, and mission. At ABS we have volunteer boards – members who help with events, write articles, and participate on strategic committees, to name a few. They all do a fantastic job and without them, we would be a below average organization with very little to offer.

Nearly two years ago, I was fortunate to have a few members volunteer for our ABS website committee. At that particular time, I only had a vague idea of our committee's course and how it would meet our needs. I didn't know the volunteers that well, and I wasn't sure how we would get along as a committee.

I spent most of my career working

for an organization that relied heavily on volunteers, so this should be easy, right? It made me extremely apprehensive knowing I had limited knowledge of the committee members. What I eventually realized was that those people were able to shed light on a subject in which I was not an expert. They were true professionals with the expertise that could really help me

move the organization forward with this particular project – I just needed to trust in what they had to say.

Our website committee volunteers are unselfishly giving of themselves to work for the betterment of the organization. They understand that their expertise helps project ABS forward, and they're doing it as a group. What they've accomplished is something that is far beyond what one person alone could do. There's not one individual on this committee who is concerned with being the most important person in the room. And, not to mention, they did an incredible job of educating me every step of the way.

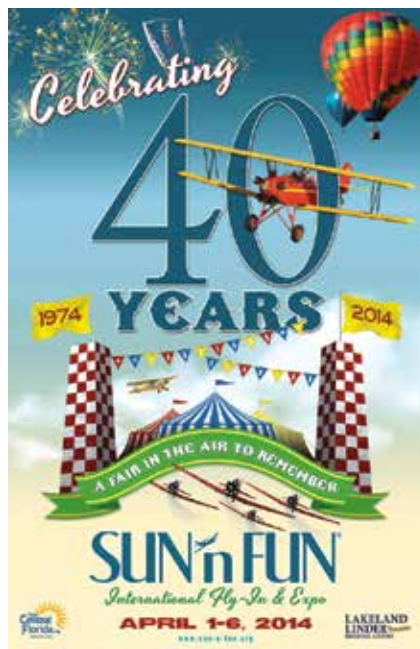
We spent three and a half long days together interviewing vendors and hearing presentations followed by discussions of the pros and cons of each. It was a very thorough and professional process, and I am glad they were on my team to help make the decisions. Though we're not done yet, I like where we are headed so far.

My takeaways from the experience of relying on volunteers to help get the job done: First, surround yourself with people who are experts or professionals in a field you know very little about. Don't think you have to know all the answers – there are people who can help you get there. Second, listen because you might just learn something, and there will be areas in your job that you know little about. There is no shame in that as long as you have the right people to lean on and help you make the right decisions.

I want to thank the committee members for their passion, time, and drive to see this through – Glenn Olsen, Paul Safran, Jamey Courtney, Tom Rosen, Paul Damiano, and staff member Tom Turner. I want to also acknowledge Board member Ward Combs for his time with presentations and all ABS volunteers who make our organization better through their service.

Sun 'n Fun

If you're sick of the winter blues and feeling the cabin fever as I am, spend your spring break with ABS at Sun 'n Fun in sunny Lakeland, Florida! ABS will be joining Beechcraft for the third year in a row. This relationship has worked out very well as many of our members want to check out all the Beechcraft exhibits and airplanes on display. While you're there, visit our booth and speak with technical advisors, renew your membership, update your ABS gear with some new apparel, or just hang out and catch up with friends you haven't seen in a while.



Be sure to register for the annual ABS dinner on *Wednesday, April 2 at 5:15 pm at our new location, the Hilton Garden Inn*, located across from the KLAL terminal. We have

room for 150 members and guests. You will register and pay by visiting <https://www.regonline.com/SunNFunDinner>, or contact us at absEvents@bonanza.org or 316-945-1701. We moved to a new location to accommodate the growing number of members who want to attend. We will have an update on what's happening at ABS and ASF with program information, events, training sessions, and raffle prizes.

We also need volunteers to work the booth throughout the week. Last year more than 15 ABS members volunteered. We always have a great time, so join in the fun!

We hope to see you in sunny Florida!



J. Whitney Hickman
Executive Director
whit@bonanza.org



ABS Census



ABS SPECIAL REPORT

The Beechcraft Piston Fleet: Aircraft Registrations, Membership Demographics, and What They Mean for the Future of ABS

By Thomas P. Turner

“How many Bonanzas are still flying?” There is no easy answer to this very basic question. Yet ABS members, vendors, potential STC developers, the ABS Board, and even Beechcraft and the FAA ask ABS HQ this question all the time. Accident rates, insurance statistics, and how ABS and the ABS Air Safety Foundation allocate resources all depend on having a good estimate of the number of each model still active. Until recently, how many of the over 25,955 Beech Bonanzas, Debonairs, Barons, and Travel Airs built to date are still flying was nothing more than a guess. The first effects of the FAA’s triennial re-registration rule, however, begin to paint a much more accurate picture of the true size of the remaining ABS fleet. That picture has strategic implications for the future of the Society.

In late 2004 I began conducting annual surveys of ABS-type airplanes (Bonanza/Debonair/ Baron/Travel Air) on the FAA registry. Workload prevented me from conducting a census in 2012, which in retrospect (as you’ll see) was unfortunate.

I was surprised to find that the vast majority of the ABS-type airplanes built remained on the U.S. registry, and the numbers changed very little from year to year – until 2013. My research into Beechcraft accidents told me that there is a noticeable attrition in the ABS fleet not reflected until last year. Why the discrepancy? Why the big change in 2013?

The fleet size based on FAA registration information has always been suspect. There is no requirement to de-register aircraft when it is totaled or parted out. There is an economic incentive *not* to de-register an airplane: an aircraft on the registry may be rebuilt around its data plate. Consequently, retired aircraft are not routinely removed from the registration database. This applies across the entire general aviation fleet – it goes beyond just ABS-type airplanes. *Note:* The ABS Census includes only those Beechcraft that remain on the U.S. registry. ABS has no reliable source of registration data for most airplanes registered outside the United States. Fleet attrition in other countries is probably similar to that in the U.S. I suspect that there are perhaps 1000 ABS-type airplanes registered outside the United States.

Triennial Re-Registration

After the September 11, 2001, attacks the FAA was tasked to provide a list of currently airworthy aircraft and contact information for owners. The FAA was in the embarrassing situation of being unable to answer the question – it really didn’t know how many airplanes were active in the U.S., or who owned them.

As a result the FAA instituted *triennial re-registration* – the requirement that all airplane registrations, which used to be permanent, must be renewed every three years. Any aircraft for which no owner responds will be, after due process, removed from the registry and its Airworthiness Certificate revoked. In 2010 the FAA wrote:

“About one-third of today’s 357,000 registered aircraft have inaccurate records. At least 100,000 of these are not expected to re-register.”

The first year for triennial re-registration was 2011. The FAA reportedly revoked Airworthiness Certificates for aircraft found non-responding to the 2011 notices in the spring and summer of 2013. The FAA’s website states:

“The Registry has revoked registrations due to unreported changes; however, this process is slow and expensive.”

Although three years of re-registration data are now available, so far FAA has only revoked airworthiness certificates for airplanes for which no owner responded in the first year of the process.

The final year of the first round of triennial re-registration was completed December 31, 2013 (and the process has started over). As you'll see, there appears to be a noticeable impact on the ABS fleet. Because of the FAA's lag in processing revocations, it will likely be late 2015 before the full effect of the first full round of triennial re-registration will be known. It's important to note, however, that the fleet reduction as a result of re-registration has already occurred – *the FAA just hasn't done the paperwork yet*.

So what is the current state of the ABS fleet? What is the trend in attrition, and what may certificate revocations from the entire first full round of re-registration reveal?

Total Fleet

As of November 2013 there are 14,682 ABS-type airplanes in the FAA registry. There was a 200-airplane increase in the total fleet size between 2004 and 2011, my last pre-triennial re-registration census. This was likely from new Beechcraft production and, to a lesser extent, airplanes being re-imported to the U.S. from other countries.

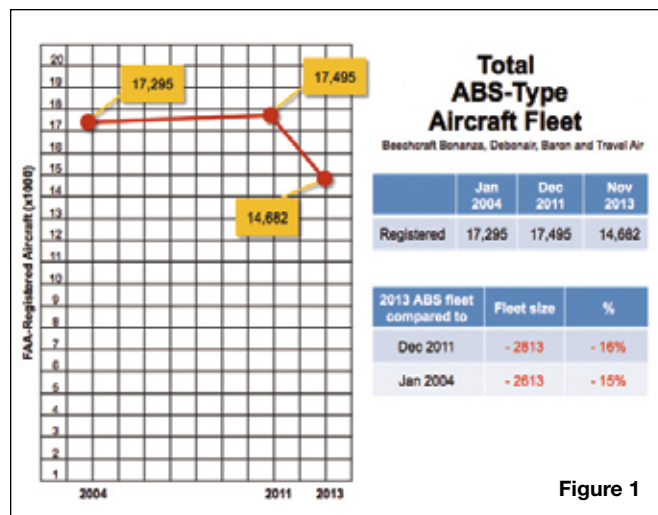
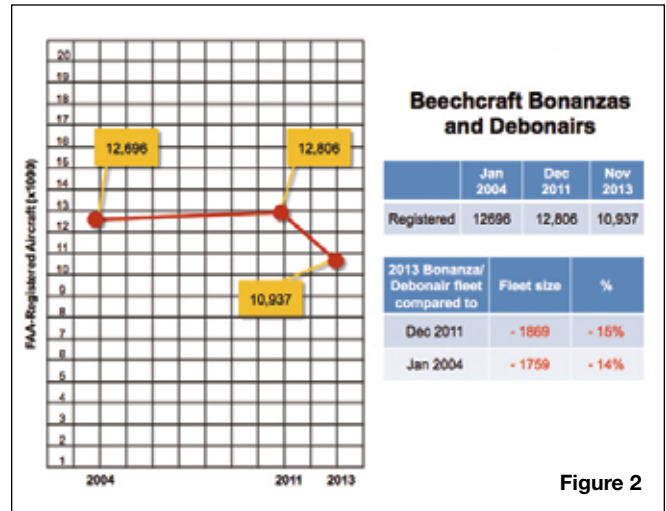


Figure 1

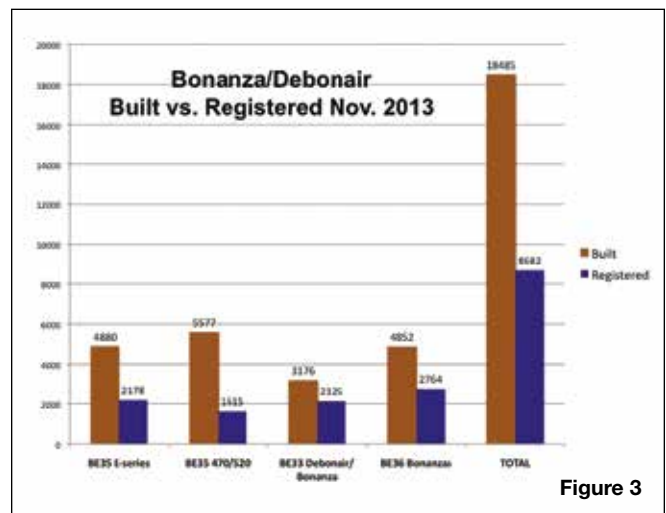
However, there was a significant drop in airplane registrations between December 2011 and November 2013 – a loss of 2813 airplanes, or 16% of the total ABS fleet. Sure, a number of Beech airplanes were sold to owners in other countries in the past two years. But not 2800 airplanes. Airworthiness certificate revocation from the triennial re-registration program – a cleaning-out of information on airplanes long since retired – is the most likely reason for the big decline.

Bonanza/Debonair

There are just under 11,000 Beech Bonanzas and Debonairs on the FAA registry, down 15% in the past two years.



Broken down by variant:



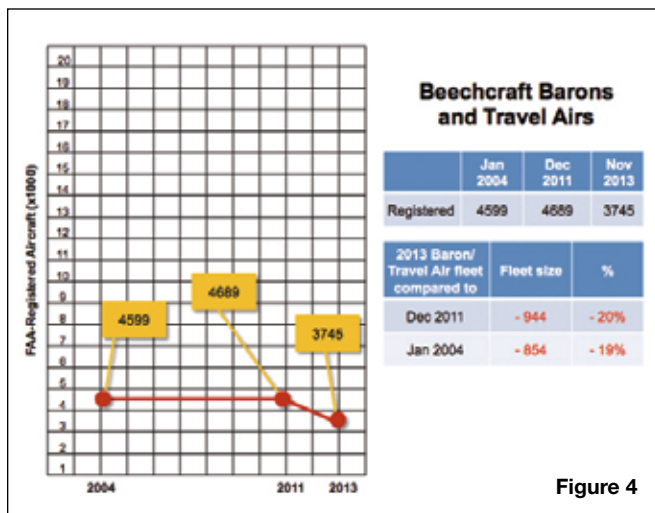
Put another way:

Category	Percentage Still Registered
E-Series Bonanzas	45%
O-470/IO-470/IO-520 V-Tail Bonanzas	29%
Debonairs and Model 33 Bonanzas	67%
Model 36 Bonanzas	57%
All Bonanzas and Debonairs	47%

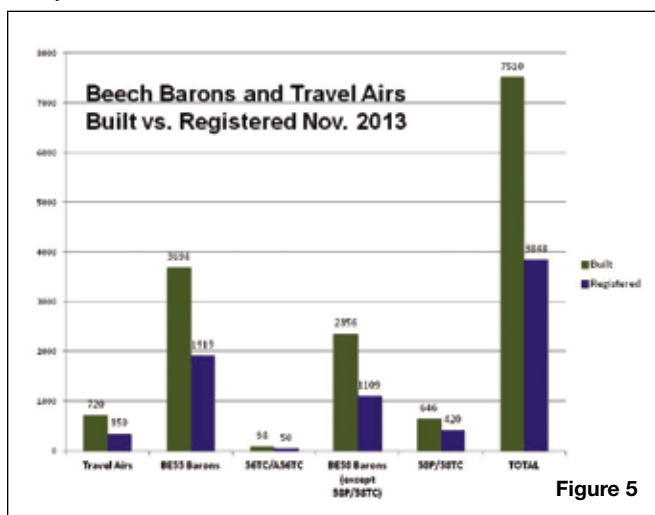
A little less than half of all the Bonanzas and Debonairs ever built are still on the U.S. registry. Again, this is 15% fewer than we thought as recently as two years ago.

Baron/Travel Air

There are currently 3395 Barons and 350 Travel Airs on the FAA registry. This is down 20% from the December 2011 census.



By variant:



By percentage of airplanes produced and still registered:

Category	Percentage Still Registered
Travel Airs	49%
Model 55 Barons	52%
Model 56TC/A56TC Turbo Barons	53%
Model 58 Barons (except 58P/58TC)	47%
58P/58TC Barons	65%
All Barons and Travel Airs	51%

Like the single-engine Beechcraft, about half of all the Barons and Travel Airs built remain on the U.S. registry as of the 2013 ABS Census.

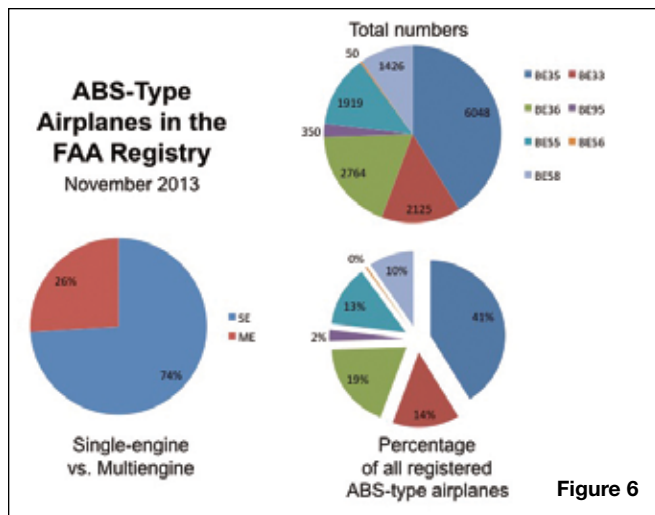
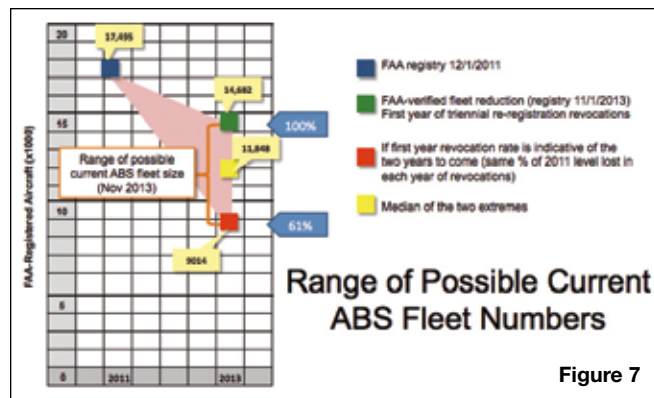


Figure 6 shows the relationship of single-engine to twin-engine models in the current fleet, as well as the total numbers of each Beech variant and the percentage each represents of the total remaining ABS-type aircraft.

But Wait, There's Less

The FAA has processed airworthiness revocations for the first year's worth of non-responding triennial re-registration requests. But what is the *true* number of ABS-type airplanes in the fleet? To provide an estimate of the possible range of answers we must make a few assumptions.



First, let's assume that the number of re-registrations requested in years two and three of the triennial process are each about the same as that in year one. Second, let's assume that one of the following cases apply:

1. No airworthiness certificates will be revoked from years two and three of triennial re-registration.
2. Fewer airworthiness certificates will be revoked from each of years two and three than were revoked from the first year.
3. The number of revoked airworthiness certificates in each of years two and three will be about the same as was revoked in year one.
4. More airworthiness certificates will be revoked from each of years two and three than were revoked from the first year.

My “gut feeling” is that Case 1 is highly unlikely, and Case 4 is unlikely (but not impossible). I suspect that Case 3 is the most likely. With those extremely subjective assumptions, let’s look at what the current ABS fleet *really* looks like, remembering that this is the condition as it already exists, and the FAA paperwork just hasn’t caught up with reality.

Starting with a 2011 value of 17,495 airplanes – what the FAA *thought* was the fleet strength – the number dropped to 14,682 after the first year of revocations. If Case 3 is correct, and the number of revocations from years two and three will average the same as year one, the *true* ABS fleet is 9014 airplanes...almost 40% smaller than the 2013 census suggests. Most likely the number is somewhere between the extremes; the median number (assuming the first year of revocations was much greater than the average of years two and three) is 11,848 airplanes in the ABS fleet. I suspect that the true number is somewhere between 9014 and 11,848 – that there are 9500 to 10,000 ABS-type airplanes currently airworthy in the United States, and at the very most about 1000 still active outside the country.

Acknowledging that this figure is the result of a lot of assumptions, a good working number is that *there are roughly 10,500 ABS-type airplanes still flying worldwide – about 7500 Bonanzas and Debonairs, and 3000 Barons and Travel Airs.*

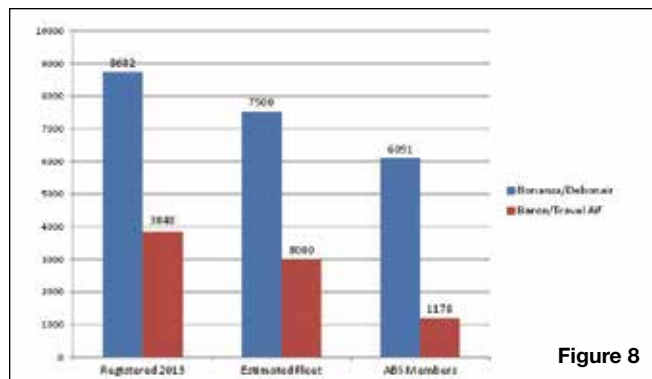


Figure 8

ABS Membership Demographics

The only good news about a much smaller Beechcraft fleet is that ABS’s market penetration appears significantly better. Of our approximately 9000 members, 7269 list an ABS-type airplane in their ABS membership profile. That means roughly 70% of all ABS-type airplanes worldwide are represented with a membership in ABS, assuming 10,500 airplanes are still flying. We know some members own more than one Beechcraft but only list one with us; we also know some members own a Bonanza, Debonair, Travel Air, or Baron, but for some reason do not include it in their membership data. So ABS’s market penetration among Beechcraft owners is somewhere near 75% – or as high as 80% or more if the less optimistic number of 9014 airplanes still flying is true.

Figure 8 begins to tell us more about how ABS is serving owners of Beech airplanes. The left pair of columns shows the number of single-engine models and twin-engine models on the FAA registry near the end of 2013. The center columns show the estimated *worldwide* number of each type we derived from the 2013 Census – the 10,500 estimate. The columns at right reveal the number of Bonanza/Debonair and Baron/Travel Air owners who are members of ABS and who have identified to us the type of Beechcraft they own.

Figure 9 develops this further. Where the 2013 registered fleet is 74% Bonanza/Debonair and 26% Baron/Travel Air, the breakdown of airplanes among ABS members is 84% Bonanza/Debonair and 16% Baron/Travel Air. What does this tell us? ABS has great market penetration in the single-engine models, and twin-engine Beech owners are the biggest potential growth market for the Society.

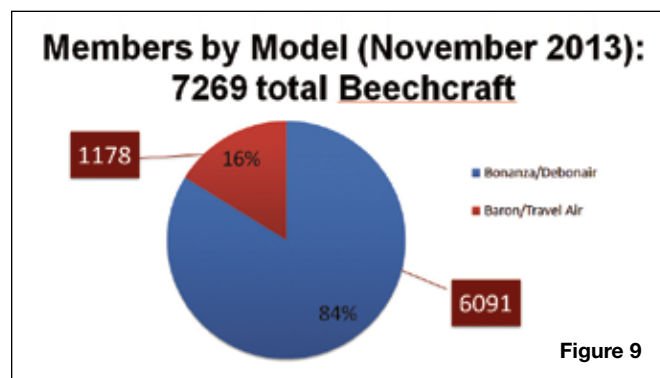


Figure 9

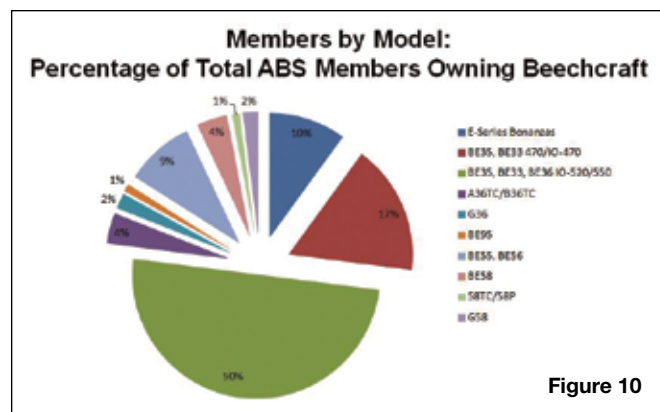


Figure 10

Delving more deeply, Figure 10 shows the breakdown by airplane model for those ABS members who tell us they own a Beechcraft.

These data lead to Figure 11: The Changing Face of ABS. Although historically we've been thought of – and thought of ourselves – primarily as the V-tail Bonanza support organization, our membership has passed the tipping point to where more than half own straight-tail Bonanzas and Barons. As we attract the buyers of new-production Bonanzas and Barons (half of which have been sold overseas), and earn more members among legacy Baron pilots, the trend will be even further in this direction.

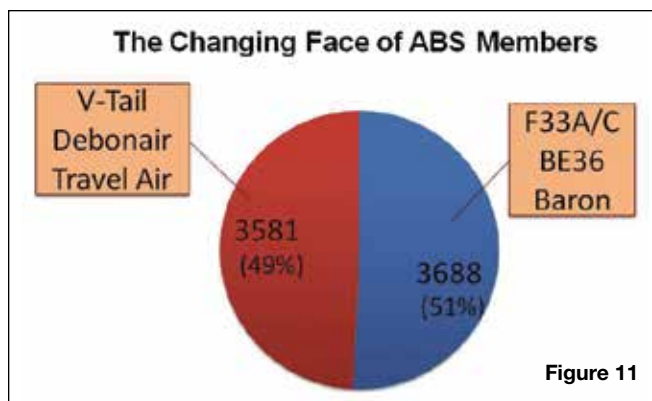


Figure 11

Conclusions

What do the results of the 2013 Census, the fleet size “reality check” of triennial re-registration, and a review of the membership demographics teach ABS?

- The ABS fleet is much smaller than we thought.
- Slightly over half of ABS members fly straight-tail Bonanzas and Barons.
- ABS market penetration is better than we thought, but still leaves room for improvement, especially in Barons.
- Serving and recruiting international members is becoming more important as more later-model and new Beechcraft go overseas.
- Increasing programs and services for later-model Bonanzas and Barons is important to membership retention and growth.
 - One example: the new monthly “Baron Pilot” article in *ABS Magazine*.
 - The perception among many owners of new airplanes and Barons that ABS is mainly for old V-tail airplanes... because we often portray it that way ourselves.
- Increasing programs and services for older and V-Tail Beechcraft remains vital to serving our members.
- The second half of the ASF mission, “...to preserve the Beechcraft fleet,” is extremely important to our members as well as to the future of ABS. The Air Safety Foundation must:
 - Develop active airframe and engine life-extension programs, to keep airplanes in service and (within the constraints of safety) minimize the expense of owning and operating Beech airplanes.
 - Slow the pace of fleet attrition resulting from accidents and the costs of aircraft maintenance and ownership.
 - Continue work with AOPA, EAA, and directly with regulators as advocates for ABS members.

There are more graphs, model-by-model data and additional analysis in the ABS Census presentation to the Board of Directors, posted at www.bonanza.org/images/pdf/2013census.pdf. I will update this report after completing the next ABS Census in late 2014.

WHY A CENSUS?

The purpose of the ABS Census is for:

- The ABS Executive Director when:
 - Making decisions regarding FAA mailings for new member prospects.
 - Determining ABS's market penetration in the fleet overall, and in subgroups of the ABS fleet.
 - Identifying aircraft model subgroups with reduced ABS market penetration, and creating targeted appeals to those under-represented model subgroups.
- The ABS Air Safety Foundation Executive Director when:
 - Allocating time, money, and other resources to educational and technical initiatives.
 - Determining fleet impact and ASF's course of action when evaluating Airworthiness Concern Sheets (ACSs), Notices of Proposed Rulemaking (NPRMs), and Airworthiness Directives (ADs).
 - Making decisions regarding Continuing Operational Safety ("aging aircraft") programs.
 - Answering member and outside agency questions about the size of the ABS fleet.
- The ABS and ABS Air Safety Foundation Boards of Directors in making strategic plans for the future of the Society.



Thomas P. Turner
Executive Director
asf@bonanza.org



Beech Field

On the Cover

Bring your Beechcraft Home for the ABS Homecoming Wichita, Kansas, June 4-8

Fly into historic Beech Field (KBEC), home of the Beechcraft Bonanza, Debonair, Baron, and Travel Air.

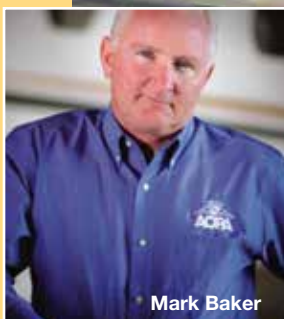
Accommodations are at the Hyatt Wichita, downtown on the River Walk. Enjoy luxury rooms at a special ABS rate, starting at \$117 per night. ABS provides shuttle service between Beech Field and the hotel.

The ABS Exhibition and Trade Show is immediately adjacent to the Hyatt. See the latest from ABS advertisers in the largest Beech-specific aviation marketplace. Get everything you need to upgrade your airplane and your flying lifestyle.



SCHEDULE (tentative)

- **Wednesday, June 4** – Kick it off with the ABS Homecoming Welcome.
- **Thursday, June 5** – Trade show, seminars, and a free evening at the Wichita River Festival.
- **Friday, June 6** – Trade show, Beech factory tours, and the Beechcraft Hangar Party, including a formation flying demonstration by the Beech Nutz. Vote for the best Bonanzas, Barons, Debonairs, and Travel Airs on Beech Field, including the 2014 ABS Homecoming Queen.
- **Saturday, June 7** – Seminars including a special presentation by Bruce Landsberg of the AOPA Air Safety Institute. Cap it off with the ABS Homecoming dinner with keynote speaker Mark Baker, president of AOPA and ABS member/Baron owner.
- **Sunday, June 8** – Departures from Beech Field.



Mark Baker

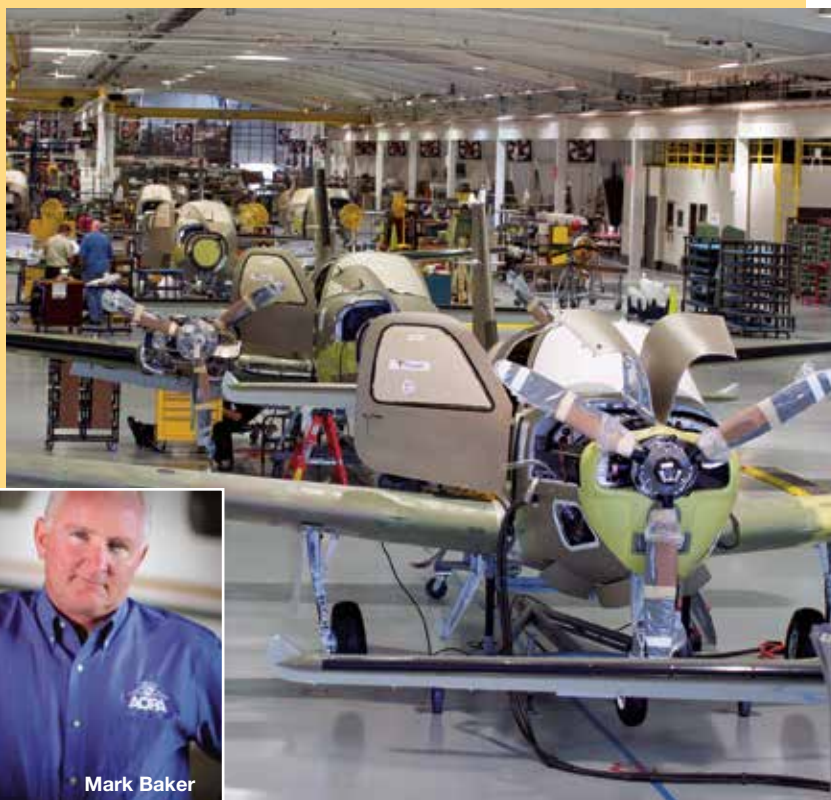


Photo courtesy of Beechcraft Corporation

Also included in your ABS Homecoming registration at no additional charge:

- ▶ Nine meals, including the ABS Welcome, two *Falcon Daybreakers!* breakfasts (sponsored by Falcon Insurance), and the Saturday night Homecoming dinner.
- ▶ Seminars for BPPP LIVE credit.
- ▶ BPPP Pilot Companion Course for the right-seaters.
- ▶ The popular ABS Book Club for pilot companions.

Registration is now open at www.bonanza.org. Full package including all of the above is \$385 before April 15 (\$450 after). Day passes will also be available.

Bring your family and visit these local attractions:

Sedgwick County Zoo www.scz.org

Kansas Cosmosphere and
Space Center www.cosmo.org

Exploration Place
www.exploration.org

Museum of World Treasures
www.worldtreasures.org

Wichita Old Town
www.oldtownwichita.com





A Bright and Secure F

An Interview with the CEO of Beechcraft

ABS had the honor of a private interview with Mr. Bill Boisture, CEO of Beechcraft Corporation, to discuss the sale of Beechcraft to Textron, Inc., and the impact this sale may have on Beechcraft and members of the American Bonanza Society. This interview took place on January 30th, about a month after the proposed sale was announced. Many details were not yet available when the interview took place, and others may have changed or been revealed before you read this article. Mr. Boisture's comments, however, present a bright future both for Beechcraft and for ABS members.

uture

Corporation

ABS: It's an exciting time at Beechcraft and I'm sure a very busy time as well, so I appreciate you taking a few moments to communicate with our members. First, our members are excited about the Textron sale. It shows great support for Beechcraft and the future viability of our airplanes. Most of the press releases about Beechcraft's sale to Textron highlight the role the King Air series plays in serving as a step-up to the Cessna Citation line. Our 9000 members, however, are interested

in Beechcraft's plans for the piston airplanes. Where do the Bonanza and Baron fit into the plan for more closely integrating Beechcraft products with those of Cessna?

Mr. Boisture: The Bonanza and Baron do fit into Beechcraft's future. Both Beechcraft and Cessna have excellent piston-airplane products. We're examining production in that sector and finding they present a range of complimentary price and performance points. We're continuing to invest in our piston products following the plan Beechcraft had before announcing the Textron sale.

ABS: Press releases have also noted that a large percentage of Beech's business comes from support of the existing aircraft fleet. Please describe Beech's philosophy toward service, parts, engineering, and modifications support of legacy Beechcraft piston airplanes.

Mr. Boisture: There is no change in our commitment to the existing Beechcraft fleet. Legacy airplanes will continue to be supported.

ABS: Although Textron has committed to preserving the Beechcraft brand, there are, frankly, mixed messages about how closely Beechcraft operations will be integrated with those of Cessna. Please describe the operating relationship you envision between the two companies, and what you consider the optimal relationship to be. Is preserving the Beechcraft brand different from continuing Beechcraft as a separate corporation?

Mr. Boisture: Without question, the Beechcraft name and brand will be preserved on the other side of this merger. It is a very good fit for Beechcraft to find a strong parent company with significant industry experience, including Bell Helicopter

and Cessna. For the first time in over a decade Beechcraft is supported by a well capitalized, strong leader in the aviation industry.

ABS: There's been much discussion in recent years about possible upgrades to the Bonanza and Baron. Where is Beechcraft on development of the G36TN factory-turbonormalized Bonanza with the B36TC wing? Does Beechcraft have concrete plans for a diesel or other alternative fuel-powered Barons and/or Bonanzas?

Mr. Boisture: Stay tuned for an update on the turbo-charged Bonanza program later this year when we will have some exciting news to share. The real challenge with diesels is to find a 300+ horsepower powerplant for the long run. Both Beechcraft and Cessna have teams working on diesel powerplants for its piston airplanes. One of the great benefits of our new, combined effort is the sharing of information between the two companies to come to an even stronger solution.

ABS: Congratulations on the recent sale of T-6 aircraft and training systems to New Zealand. Speaking of turbines, is Beechcraft still actively working on a single-engine turboprop to fill the niche between Barons and King Airs? If so, what is the status of that program?

Mr. Boisture: A single-engine turboprop aircraft continues in exploratory development discussions. Beechcraft absolutely can make a single-engine turboprop. The question is whether we can make money with it. We've not yet found a market niche large enough to exploit.

ABS: Our members are very proud of and somewhat sentimental about the legacy of Walter and Olive Ann Beech, and the distinguished history of Beechcrafters – so much so that we feel a bit of a loss to see Plant II being torn down. Since you've stated that much of the projected \$65 to \$85 million savings of more closely coordinating Beechcraft with Cessna will come from elimination of duplicate premises, what does the future hold for Beech Field?

Mr. Boisture: It's like reading a good book – once you begin you start to wonder how it will end. But we have barely made it past the table of contents. Beechcraft holds valuable properties and it's premature to know how things will turn out. I do know that any decisions will have to be objective and supportable.

ABS: I recall that you had a Cirrus SR22 when you first came to Beechcraft and traded it for a G36 Bonanza. Please compare the two airplanes from a pilot's and owner's standpoint, and tell us what it means to you to own and fly a Beechcraft.

Mr. Boisture: Both the Cirrus and the Bonanza are excellent aircraft. But I know now why your members are as loyal as they are to the brand. I really enjoyed my transition into the Bonanza. I now have over 500 hours in it, and I use it several times each month. I really like flying the airplane – the size, stability, and load-carrying capability are a real plus for the Bonanza. The impressive thing is that we're continually making improvements in the Bonanza.

ABS: ABS represents owners of as much as 85% of the Bonanza/Baron fleet, members who are perhaps your best prospects for new aircraft sales. How can ABS help you better communicate with our members, your customers? What can ABS do to help Beechcraft during the transition, and to support your current and future customers?

Mr. Boisture: We'd like the opportunity to provide interviews with key senior executives as a continuing series in *ABS Magazine*. ABS can help us create a face for Beechcraft for your members.

ABS: I'll follow up as you suggested. As you know, Beechcraft is welcoming the members of the American Bonanza Society to Beech Field for the ABS Homecoming in June. Would you like to make a statement about this event and Beechcraft's commitment to the members of the American Bonanza Society?

Mr. Boisture: We're excited to host the ABS Fly-In at Beech Field. It's always interesting and fun to meet with Beechcraft owners. I know our people are proud to show your members our newly redesigned factory. We've put a lot of investment into Plant IV, and our workers had

a great deal of input into the design of its workflow.

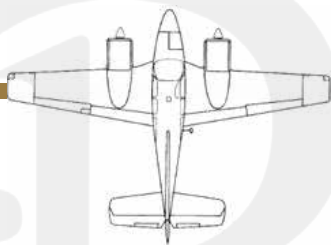
ABS: Do you have any other comments or requests for ABS?

Mr. Boisture: I thank each of your members for flying our products and for their interest in our company, one of the great brands in aviation. Textron is a great move for Beechcraft, and I hope your members feel a positive sense of security about the news as well.

ABS: Thank you.

Thank you very much for taking the time to communicate with our members. The door is always open for you to speak to nearly 85% of the Beechcraft piston fleet through our pages and our website.





Baron Pilot focuses on the unique systems, piloting techniques, maintenance, and ownership considerations for the entire line of Beech Barons. It includes original articles and the best of Baron-related articles from the archives of ABS Magazine. This month's article was written by the late Jack Hirsch, a multiengine Beechcraft instructional specialist and for many years president of ABS's Beechcraft Pilot Proficiency Program. We encourage members to submit your articles about flying, owning, and maintaining Beechcraft Barons to absmail@bonanza.org.



Autopilots and Single-Engine Procedures

By Jack Hirsch

In a Beechcraft Pilot Proficiency Program (BPPP) a client asked: "How would an autopilot react to an engine-out situation? I assume it would depend on whether it is a one-, two-, or three-axis autopilot, and whether it is also equipped with a yaw damper."

It's correct to suspect that "Otto's" behavior depends upon his pedigree (i.e., S-Tec, Mitchell, etc.) as well as how many axes are under "his" control.

One-axis

The simple one-axis autopilot will control only the ailerons. It may be quite simple or quite sophisticated in that it can be a mere wing leveler; hold a preselected heading; or intercept and follow nav courses, localizers, and back courses. In all cases a one-axis autopilot has control over ailerons only. In the event of an engine failure, a one-axis autopilot will maintain

heading if in navigation mode by banking into the good engine.

While maintaining heading using only ailerons (bank alone) enhances control, the angle of bank required to maintain directional control is between seven and ten degrees. This is too steep for ideal single-engine performance. The slip/skid ball will be deflected a full ball diameter. If a yaw string is attached to the nose of the plane, you would notice that the string is deflected towards the dead engine, and the airplane would be slipping into the good engine. The rate of climb will suffer, or even be negative (a descent).

Your response to the situation (assuming you wish to continue using the autopilot) is to crank in enough rudder trim to center the yaw string. In the absence of a string, enough rudder trim toward the working engine will drive the slip/skid ball back to the zero-sideslip indication a half-diameter deflection toward a working right engine or a quarter diameter toward a working left engine.

Use care in the approach and landing. You should hand-fly the approach with the rudder and aileron trim controls centered, and use manual control input to maintain zero sideslip. As you reduce power on the working engine, reduce the control inputs required since there is less asymmetric thrust. As you reduce the working engine to idle (windmilling) for landing, the control inputs must be reduced even more.

Two-axis

The second axis considerably complicates the required pilot response. The second axis is the elevator control, providing altitude hold. Otto is pretty wise about altitude, but completely stupid about airspeed. And you know that V_{YSE} ("blue line" airspeed) is critical to single-engine performance. You should never be slower than V_{YSE} during any engine-out operation until landing is assured.

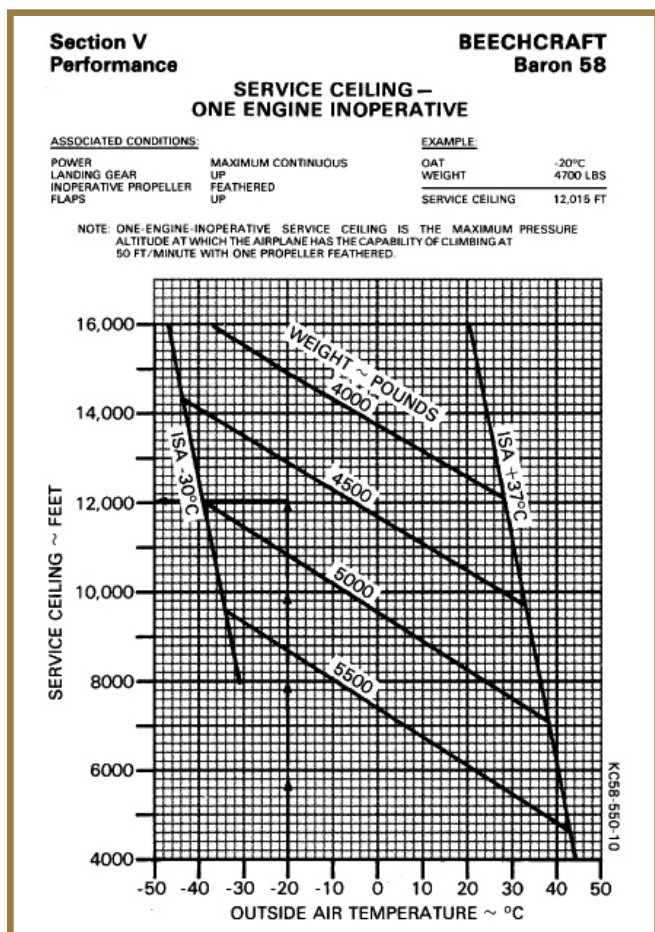
Three-axis

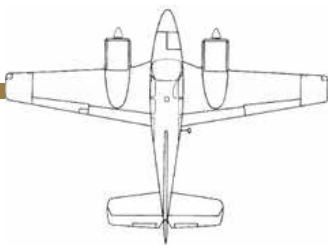
A full three-axis autopilot adds rudder control, usually called a yaw damper. Read the Autopilot Supplement in your Pilot's Operating Handbook carefully, or call the autopilot manufacturer to see how a three-axis autopilot behaves in an engine-out situation. Most likely, Otto will dampen yaw but not be sufficiently educated to apply rudder into the good engine. You will have to assist with rudder trim.

If an engine failure occurs in cruise flight, and you apply proper rudder and aileron, add full power on the good engine and execute the *identification, verification*, and *propeller feathering* process; the airspeed in a properly loaded Baron should remain above blue line. In other words, a properly loaded and flown Baron can hold altitude on one engine up to the single-engine service ceiling. If you are above the single-engine service ceiling or improperly configured (i.e., flaps extended, gear down, propeller windmilling, improper rudder input), you must give up altitude to maintain blue line airspeed. This will require decoupling the autopilot's altitude hold or selecting an autopilot-controlled descent rate to maintain V_{YSE} while you clean up the ship, establish the proper bank angle, and descend to the single-engine service ceiling.

Single-engine service ceiling

For a given airplane weight, the maximum altitude at which the airplane, in a clean configuration (gear up, flaps up, inoperative engine's cowl flaps closed and propeller feathered), is capable of climbing at 50 feet per minute at V_{YSE} .





How to Test-Fly Your Autopilot

- ◆ Attach a yaw string to the nose or windscreen of your twin.
- ◆ Find a suitable flight instructor (see the BPPP instructor list under Pilot Training/BPPP at www.bonanza.org), strap him or her into the right seat and go fly.
- ◆ Climb to altitude (I like 5000 AGL), and engage the autopilot in one of his various modes.
- ◆ Gently pull back the throttle on one engine to find how much rudder trim you need to center the yaw string; try both left and right engines to check the difference.

You must carefully check out the system in your plane to have confidence in its operation.

- ◆ When you're satisfied that Otto's behaviors are acceptable, try engine cuts (be sure the speed is above blue line) to determine if Otto has any really bad behaviors – for instance, does he oscillate convergently or divergently? And how fast does the airspeed drop while you clean up the airplane?
- ◆ Next, put the plane in the departure power, attitude, and configuration (above blue line speed) and try the same exercise.

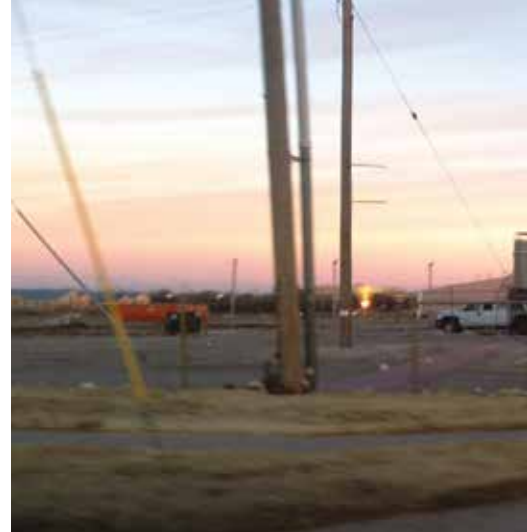
Finally, put Otto in an approach mode—intercept a localizer and glideslope at altitude (yes, ILS's work at 5000 AGL; you just have to be about 15 miles from the airport)—extend the gear, and then fail an engine. Check

the autopilot's responses and be extremely careful to maintain V_{YSE} or faster speed. [If the speed decays below blue line, immediately disengage the autopilot and advance power on the “dead” engine. Barons have a history of entering unrecoverable flat spins if allowed to stall on one engine, so you need to maintain a very healthy margin above stalling speed —ed].

- ◆ After the autopilot has calmed down and stabilized the airplane, punch the go-around button (if equipped), add power, and see what happens to airspeed and roll control. [Some autopilots with a go-around feature remain engaged in go-around mode. Most do not, but instead disengage the autopilot while leaving the flight director active when you press the go-around button. Read the autopilot supplement for the airplane you're flying, or carefully test operation of the go-around feature in the airplane at altitude. —ed].

If Otto is properly matched to the airplane his behavior should be acceptable in all these modes, unless you are above the single-engine service ceiling or the airplane is poorly configured. In these cases you have to disconnect altitude hold. [Some autopilot supplements call for disengaging the autopilot as soon as you detect engine failure, and reengaging it only after you've trimmed the airplane for single-engine flight. —ed]. I have seen some autopilot installations that have been improperly matched to the plane (this can be adjusted by a qualified shop). In those instances, Otto behaved dangerously when asked to handle an engine failure. You must carefully check out the system in your plane to have confidence in its operation.





Crews and equipment are actively tearing down Beech Factory Plant II, where almost all Beech Bonanzas, Debonairs, Barons, and Travel Airs were built.

The End of an Era

By Thomas P. Turner

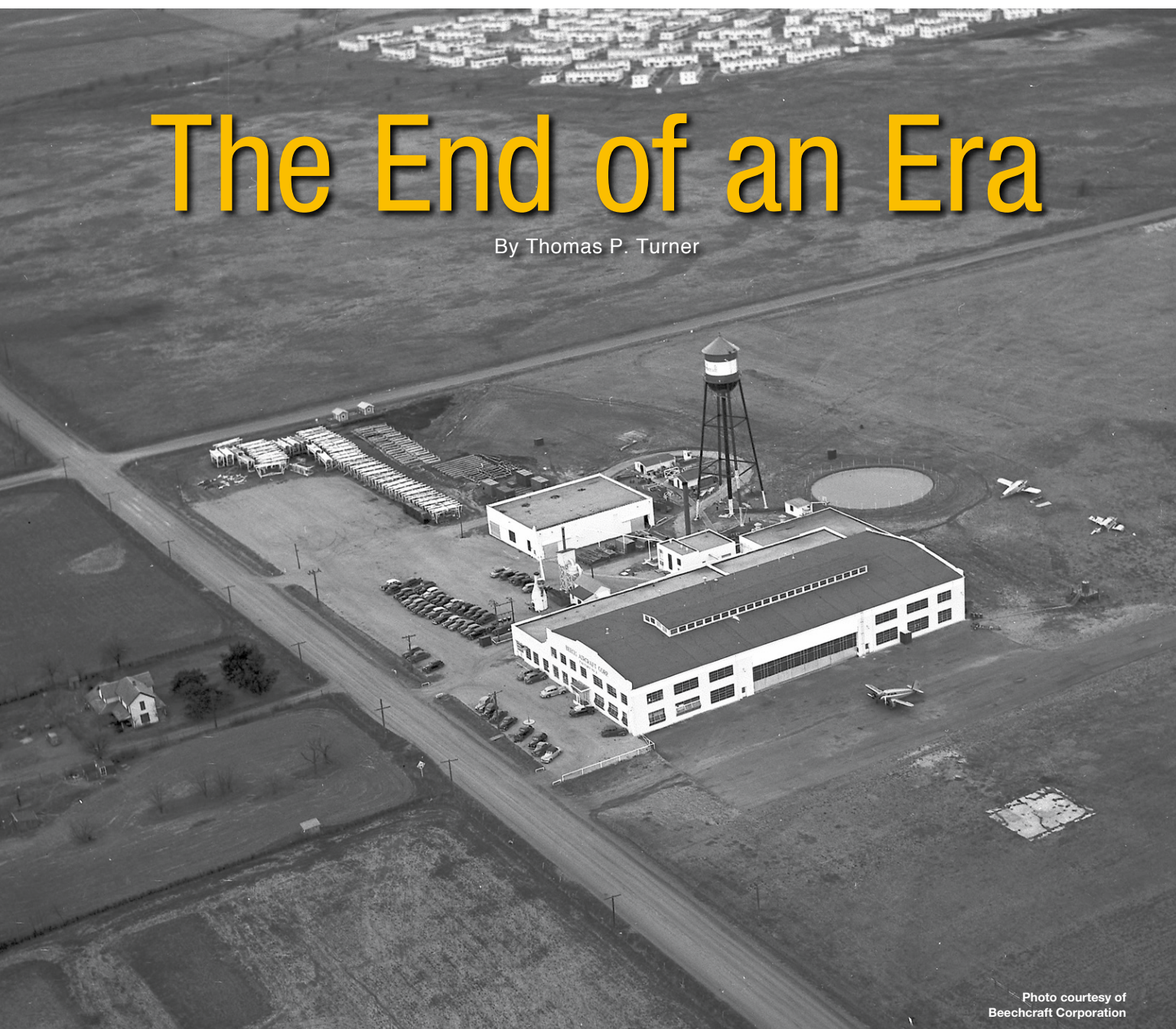


Photo courtesy of
Beechcraft Corporation



Photo courtesy of Beechcraft Corporation

Plant II was constructed in 1927 for the Knoll Aircraft Company to build the Knoll cabin biplane. It was later used by Yellow Cab as an air taxi facility, then by a series of aircraft maintenance operators during the 1930s. Plant II was used throughout World War II to build military versions of the commercial Model D17S biplane for Allied nations. Beech Aircraft Plant II was later home to Bonanza, Baron, Debonair, and Travel Air subassembly production and final assembly. In the early 1990s, while I was lead Bonanza instructor at FlightSafety International at Beech Field, I gave tours of Plant II to our customers.

It perfectly capped off a week of classroom systems instruction to let owners see how their airplane was built and its systems arranged in full view. Although my customers usually expected to see something like a General Motors assembly line, I prepared them to see instead the aeronautical equivalent of a custom cabinet shop. Beech airplanes were – and still are – the result of experienced craftsmanship and myriad individual little adjustments and grinding and tweaks to get the fit and finish just right. The pilots (and I) ended each Plant II tour with an appreciation for the skill and, dare I say it, love that went into each individual Beechcraft.



Photo courtesy of Beechcraft Corporation

Most work moved to Mexico in about 2009 and final assembly was consolidated with other Hawker and Beechcraft types in Plant IV on the east side of Beech

Field. I knew Plant II was essentially idle as I drove by or walked past to fly one of the flying club A36s, which until last summer, were hangared nearby. With the exception of empty spaces in the employees' parking lot, outwardly the factory looked as it did in 1990.

I don't usually drive past Beech on the way to work but I happened to recently, and noticed that crews and heavy equipment are actively gutting the structure and tearing down parts of its exterior and parking lot. Plant II sits immediately adjacent to U.S. Highway 54/Kellogg Avenue, in an area long slated to be part of a major expansion of the highway on the east edge of Wichita. Last year, Beechcraft Corporation sold the entire southwest corner of Beech Field, including the Plant II property, to a commercial developer that will reportedly build a Costco on the site north of the highway expansion. I knew that soon I'd see Plant II coming down.

While waiting for the stoplight to turn green, I could easily see the south, street side of the factory, but not the east (hangar door) side, which is open and reveals the demolition work going on in the interior. My words do not do justice to the many thousands of airplanes meticulously crafted in Plant II: built by proud Beechcrafters, maintained by skilled mechanics, and flown by delighted pilots and their passengers throughout the world for over half a century.

I believe there's a bright future for what flies out of the Beech bankruptcy and into the Textron future. But Plant II's demolition marks the end of an era. 

Owner-Assisted Annual

By Burns Moore

It's funny how things work out in life, but quite often there can be some surprising results. Such was the case when I moved from Texas, where I had developed a very thorough network of friends and maintenance support (who eventually became friends as well).

We moved to the Tidewater area of Virginia to be near our grandchildren, which has turned into a marvelous experience but also meant I had no idea where to get the annual done on my V35B. After a little research, I was referred to Nate Steigenga at nearby Hampton Roads Airport. The only problem was, he is a good mechanic with a fine reputation so he's really busy and was having a hard time working me in. When I mentioned wanting to work alongside during the annual (primarily so I'd learn a thing or two), Nate referred me to Mr. Ed Smith, a talented and ardent ABS member. Ed is a very energetic A&P who had successfully retired from the business world. It was important knowing he had owned and rebuilt V-tails, loved working on them, understood the nuances of the type, and enjoyed spreading his knowledge throughout the community.

The beginning of my learning session actually took about 10 days, which would have gone much faster had I not been there. We started with the oil and filter change (where he showed me how to accomplish with no oil spills), followed by spark plug removal and compression bleed-down test. We cleaned and gapped the plugs, and reinserted them in the proper order. Who would have guessed they had to go back in a specific order? I sure



The perfect co-pilot, my grandson Logan.

didn't have to worry about that in my old V-8s. Next we set the timing, which along with the compression check were the only things beneath the cowl that most owners can't accomplish under the supervision of an A&P.

As a parting gesture prior to closing the cowlings, I got the chance to replace the left muffler due to the ubiquitous missing flame cones. I tried to convince Ed it was like the old glass packs and would be faster without them, but he wasn't buying my line of reasoning, so in with the new ones.

We did the gear check, drained and refilled the struts with new hydraulic

fluid and nitrogen, and checked cable tension. During the gear cycling, we noticed the two nose gear doors were not closing tightly, so we adjusted them and then lubed the zerk fittings.

Finally, when we pulled the interior, we saw there was quite a bit of flotsam floating around under the floorboards and that several Tinnerman clips had stretched out. Because Ed allowed me to work on *my* schedule (remember, I mentioned it took a lot longer with me "helping"), I was able to replace stretched clips, vacuum out the bilges, and generally police the interior.



After it was all put back together, we weighed the plane. With the removal of all the old Collins NAV/COMMS, ADF, old vacuum system, and the included miles of wires from the G500 and GNC 530/SL30 installation, we gained over 100 pounds of payload. Looks like the ol' bird isn't so "hefty" after all.

There were quite a few steps I omitted or glossed over, but my point is there are many things an owner can accomplish that are very productive and beneficial to the ownership experience. I definitely know much more about my airplane, have a baseline to compare against future issues that may arise, and may even saved a buck or two in the process. Every time we fixed or adjusted something, I would tell Ed that we'd pick up a few more knots. The ol' gal may not be any faster, but in my mind, she'll fly better. This process may not be for everyone, but if a person can work it into his/her schedule, it would be well worth the time. 



Figure 1



Figure 3

Beech on a Budget

SAFE • LEGAL • LOW COST

By Mike Caban

Leading Edge Light Lens Makeover



Figure 2

Hopefully, by the time you are reading this, the Polar Express of this winter has begun to subside enough to allow for some pre-spring hangar love on your Beechcraft.

I'm often surprised at how many Beechcraft I see out and about with clouded, cracked, warped, or otherwise poor condition leading-edge light lenses.

These lenses have taken quite a beating over the years from >150mph rain drops, bug smashes, and the oppressive heat emanating from those 1940's technology incandescent lights of 100 to as much as 250 watts. In fact, there are some POH admonishments not to run these lights while standing still because the heat can easily melt or distort the lenses.

The hard winter is hopefully subsiding by now, which would allow for some moderate temperatures in the hangar without running a portable-style kerosene or propane heater. So if your decades old lenses are showing signs of wear, clouding, cracking, or incandescent overheating, this article might give you the insight necessary to replace them.

Item #17 of FAR Part 43, Appendix A, Paragraph C, "Preventive Maintenance," specifically allows owners to replace these lenses: "Replacing bulbs, reflectors, and lenses of position and landing lights."

Several years ago I tackled this project on the two wing leading edge lenses in my B55 Baron. The nearly 50-year-old lenses showed all the signs that they didn't owe anyone another hour worth of service.

At the time of my project, I was able to find replacement lenses through Great Lakes Aero Products (www.glapinc.com). Their P/N 2191 is listed for the early Bonanza models 35, A35, B35, C35, D35, E35, F35, G35; P/N 2192 is what they list today for the H, K, M, & N35 Bonanza; and the Baron (except for some 58P serial numbers) is P/N 2194. The early Bonanza, Bonanza, and Baron lenses are listed at \$59, \$79, and \$56 each, respectively. When ordering you must specify whether you are seeking the left or right lens; and the lenses are supplied undrilled.

As I soon learned, the sourcing of the lens was the easiest part of the project. As we know, our Beech aircraft are hand-built works of manufacturing art and, as such, each has their own unique final fitment of such things as cabin doors, landing gear doors, cowlings, and other areas where individual assemblies came together. The opening for these lenses is indeed one of these areas.

The replacement difficulty arises in that the lens is attached to an outer frame; the outer frame is attached to the wing opening while the lens fits into yet another uniquely sized section of recessed wing opening. Therein lies the challenge – attaching a lens to a fixed outer frame while fitting (custom trimming) the lens to the particular opening in your inner wing area.

I later realized this was not simply a slam-dunk mounting of the replacement lens into the outer frame and reattaching the outer frame to the wing – considerable head scratching and acrylic finishing technique research ensued. Sources for acrylic finishing techniques and watch outs include: www.bcael.com/plexi.htm and www.CSOBeech.com/files/AcrylicSheetGuide.pdf.



Figure 4

The first caution in working with acrylic sheet for drilling holes is to use a specific drill bit for acrylic/plastic. Acrylic and many plastic materials are “notch” sensitive, so any microscopic notch placed into the material with a conventional drill bit will be a place for cracks to begin down the line.

Figure 1 shows my lens initially mounted into the frame. I chose to drill and mount the lens to the uppermost portion of the frame (the section closest to the top of the wing) so that I could flex the remaining portion of the lens and the frame to mark the remaining holes and secure proper alignment.

Figure 2 exhibits my array of drill bits made to drill holes in plastics.

Figure 3 shows the remaining frame holes drilled into the lens.

Additional cautionary notes include pushing the lens up into full contact with the front of the frame before marking your holes in the lens. This will ensure the best alignment and no gap at the front of the lens where it meets the curved section of the frame. Leaving the manufacturing liners on both sides of the lens is also good practice while conducting finishing operations.

Figure 4 shows the gap-free result of good hole marking.

The next challenge was the fitment to the opening in the airframe and the subsequent removal and small trimming steps, as I crept up to a proper fit into the opening surrounding the lens. Looking through the lens allowed me to see the areas that needed additional trimming for each pass across using the belt sander I had handy. The finishing guides recommend fine sandpaper and a good base of support for the sheet material. The base of the belt sander or the edge of a workbench should do nicely to support the piece while you work with it. It took me about three passes to get each of my lenses to fit.

Remember, please use proper eye and hand protection when drilling and sanding to protect eyes and hands from any inadvertent flying pieces of debris or contact with the sanding tools.

When I was pleased with the finished result and the new clarity that was afforded to my landing lights, I logged the replacement under my owner/pilot certificate signature.

Happy (and hopefully warmer) skies! 



Passenger Briefing

From the NTSB: The pilot and two passengers planned on a local flight in a 1966 V35. The beginning of the takeoff roll was normal, with light wind down the runway. According to the pilot, when the airplane reached about 60-65 knots, the right seat passenger inadvertently pushed on the left rudder pedal. The pilot was unable to stop the turn; the airplane departed the runway surface and proceeded down a grass embankment, causing substantial damage to the outboard section of the left wing and aileron.

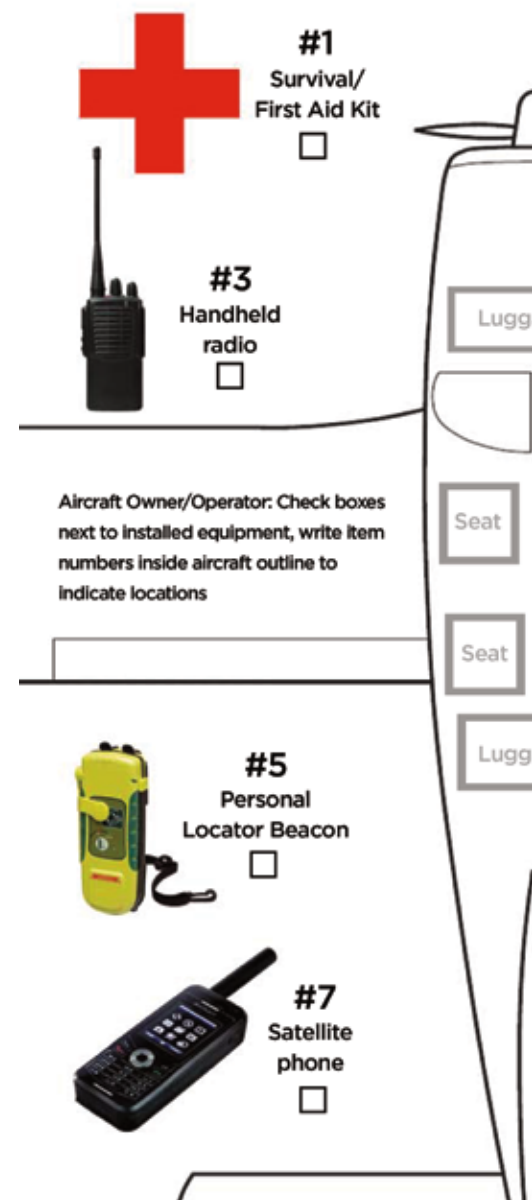
The NTSB's probable cause: The pilot's loss of control due to the passenger's inadvertent application of left rudder during the takeoff roll.

AOPA Passenger video link:

<http://www.aopa.org/Education/Safety-Videos/Passenger-Safety-Briefing.aspx>

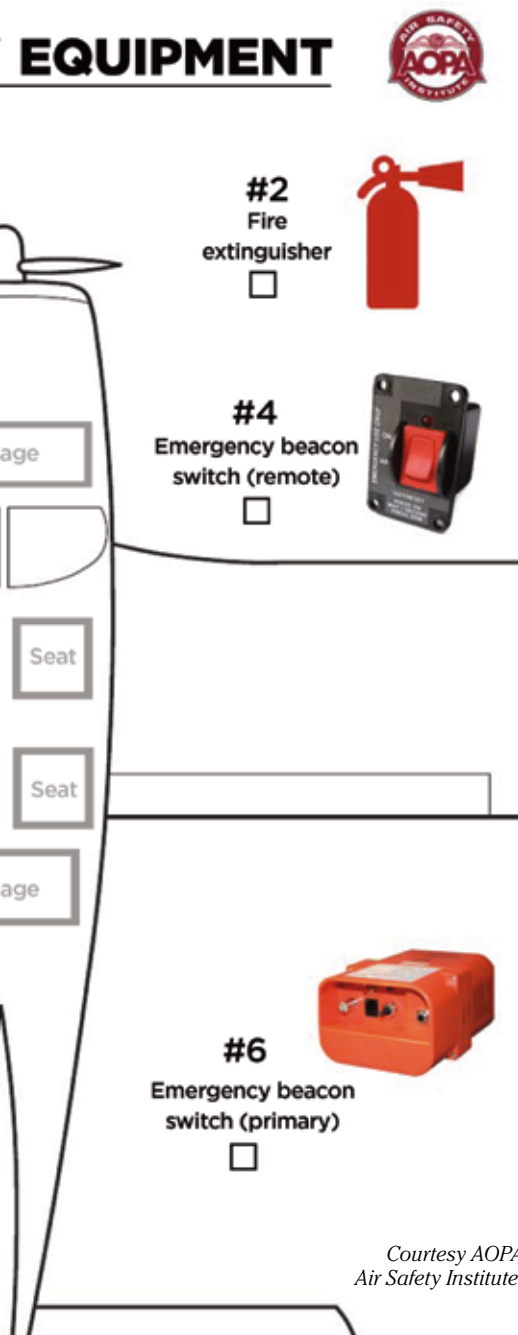
One of the great joys of flying is sharing the experience with others. It's our responsibility to ensure our passengers enjoy a safe flight. One duty we have to the people who entrust us with their safety is to properly brief them before a flight.

EMERGENCY



The *Pilot's Operating Handbook* (POH) and the Federal Air Regulations (FARs) do not tell us specifically what must be included in a passenger safety briefing. You'll probably want to add things to this list, but I'll start by taking a cue from the safety briefings passengers pretend not to ignore on commercial airliners. Adapted for private aircraft, here is a suggested passenger safety briefing:

- 1 Seat belts and shoulder harnesses.** Show your passengers how to buckle seat belts (if they've been in a car in the last 50 years their knowledge should transfer) and shoulder harnesses (which are unlike anything a new passenger is used to). Insist that they fasten seat belts and shoulder harnesses for taxi, takeoff, and landing and, just like the airlines, tell them it is your policy that passengers keep their restraints fastened whenever they are in their seats. And since they don't get out of their seat....
- 2 Oxygen masks.** If you will be making supplemental oxygen available to your passengers, show them how to don the mask and verify the flow of oxygen.





Tell them also to monitor you for any signs of hypoxia – including a nodding head, slurred or unusual speech, and bluish tint to lips, fingernails, and skin – and to shake you and alert you if they see any of these signs.

- 3 Emergency exits.** First, tell your passengers that you will secure the doors before flight. They should not touch the door handles except in an emergency evacuation of the aircraft. Then, make certain the passengers know how to operate the forward cabin door in an emergency. Include how to deflect inflatable door seals and the special operation of the 58P door if applicable. Tell them how to open the aft cabin door or baggage door, as applicable, and the emergency exit windows (which open in all ABS-type airplanes except 58Ps and most Debonairs). Remember, in a worst-case scenario you might not be able to open an exit for them ... you might depend on a passenger to pull you out of the airplane.
- 4 Evacuation.** Tell passengers that if they evacuate the aircraft they should move quickly away from the airplane to the rear and get as far away from the wings and engine(s) as safety permits.
- 5 Life vests.** If your airplane is equipped with life vests, show your passengers where they are and how to put them on. Tell them to wait until they are clear of the airplane to inflate the vest – an inflated life vest makes it very hard to get out, it may be torn by the airplane structure during evacuation, and it may trap you against the inside a cabin filled with water.

From that airline-inspired beginning, for light airplanes I'd add:

- 6 Flight controls.** Advise your passengers to remain clear of the flight controls at all times, unless you specifically invite them to take the controls. Show them this means their feet as well as the control wheel (the issue in our NTSB example). The right-seat rudder pedals of Beech airplanes without copilot brakes can be folded nearly flat against the floor, which prevents them from moving the controls. If you wish to stow the rudder pedals, it's easiest to do so when sitting in the pilot's seat before the front-seat passenger boards. It's virtually impossible to engage the rudder pedals when seated in the right seat, however, so if you plan to let the right-seater use the rudder pedals make sure they're engaged before the passenger boards the airplane.
- 7 All other controls.** Remind your passengers they are not to touch any of the other controls, including panel switches, avionics and fuel selectors, and window latches.
- 8 Sterile cockpit.** Advise your passengers that there are times in your flight that are higher workload and during which you need to be very alert on the radio. At various times you will tell them to hold any discussion or questions until you say it's okay to talk. This includes the time from just before take-off, as you're leveling off from climb or descent, when in the vicinity of the airport through after landing, and any other time you say. Alternately, use the pilot isolation feature of your intercom if equipped. In that case, advise your passengers that there are times they can talk among themselves but you will not be able to hear them.

our passengers enjoy a safe flight.

Lastly, there are some things you'd like your passenger to do, even in a sterile cockpit environment:

9 Traffic watch. Ask your passenger to actively watch for other airplanes, and calmly point out any they see.

10 Landing gear. Show your passenger the landing gear down indication (green light or lights) at the beginning of your flight. Ask your passenger to assertively let you know if they do not see that indication when you're lined up with the runway to land.

Add any additional items specific to your airplane. You might include additional duties for a frequent passenger or another pilot flying right seat. 

RESCUE INFORMATION



Aircraft Owner/Operator: Check boxes next to installed items, fill in equipment-specific instructions

EMERGENCY FREQUENCY
121.50 MHz

AIRCRAFT RADIO ☐

Turn ON: _____

Tune frequency: _____

Transmit: _____

SATELLITE PHONE ☐

To operate: _____

EMERGENCY BEACON ☐

Verify operation: _____

HANDHELD RADIO ☐

Turn ON: _____

Tune frequency: _____

Transmit: _____

CELL PHONES

Leave ON, even if no signal

SIGNAL RESCUERS

Signal fire

Signal mirror ☐

Space blanket ☐

OTHER NOTES

Insurance

By John Allen

“Can 15 Minutes Save Me Money on my Airplane Insurance?”

One of the best parts of my job is the opportunity to attend aviation events and conventions where Falcon Insurance Agency is exhibiting to greet our customers and welcome new prospects. There are always people who stop by and ask if Falcon can save them some money on their aircraft insurance. It's a good question, definitely a timely one. In this uncertain economy, we are all looking for ways to reduce costs. Price has become the number one topic that auto insurers talk about in their advertising. Do these slogans sound familiar? “Fifteen minutes can save you 15% or more on your car insurance” or “Name your own price.”

The quick answer to anyone who asks this question is, yes. It is not an issue of whether we can lower the premium, the question is how. It's easy for agents to lower the premium on a policy. They can simply reduce the coverage (i.e., lower hull value or liability limit). The problem with doing it this way is that the amount of money saved is rarely worth the

coverage that is taken away should a loss occur. I don't think I have ever had a client tell me that he/she wished for less coverage at the time of a loss. It is frequently the opposite.

The way we prefer to achieve premium savings is by utilizing our contacts within the aviation insurance industry and finding the best coverage available for a competitive price.

Falcon is appointed with every aviation insurance market in the U.S. and as one of the largest aviation insurance specialists, we have considerable buying power with all of them, which allows us to consistently outperform our competition. This, along with our decades of experience, is the reason the American Bonanza Society appointed us as the official agency of the ABS insurance program. As we have discussed in some recent articles, there are additional choices when it comes to insuring your aircraft. More and more markets have decided to compete for your business and that leads to better pricing for the same coverage. There is generally no need to cut corners on your policy to get a better price.

Here are some things to consider to achieve your goal of lower premiums without sacrificing the coverage you need:



1) *Deal with an agent who has the knowledge and experience of the aviation insurance industry to find the best market for you.* A skilled agent can help you customize your coverage to fit the type of flying you're doing. At Falcon, our agents are not only licensed agents who specialize in aviation; many agents are also pilots who understand the issues you face as an owner/pilot. It is our job to know the insurance marketplace and the coverages available to meet your needs.

2) *Work with your agent and give them the information they need to properly represent you to the insurance carriers.* There are credits available (ABS membership, recurrent training, etc.) from many carriers so be sure and discuss with your agent which credits you qualify for. Also, make sure they have your latest pilot information including the training you have done – that can have an effect on the rates.

Whether a new or long-time customer, Falcon stands ready to assist you with your insurance needs. If you are looking to reduce your coverage, we will discuss those options so that you have a clear understanding of what you're giving up and how that will affect you should a claim occur.

We can also discuss the various companies who will offer the best rates for your situation. You have a lot of options when it comes to the aircraft insurance you purchase, but when you insure through Falcon and the ABS Insurance Plan, it directly benefits the American Bonanza Society at no cost to you. Please give us a call – you will not be disappointed. 



John Allen is president and owner of Falcon Insurance Agency, which he founded in 1979 in Austin, Texas. Falcon now has 12 offices across the country employing over 90 full-time aviation insurance professionals. Prior to enter-

ing the aviation insurance industry as an underwriter for USAIG, John served in the United States Air Force as a pilot.



Wake Turbulence Revisited

by Robert Edelson



My first wake turbulence experience occurred before the term “wake turbulence” was coined.

In the 1950s I was flying a Piper J-3 Cub on floats on a sightseeing flight with a friend. We were at 2,000 feet flying up the Hudson River south of Manhattan Island. This was before the New York Class B airspace restrictions were established. I noticed a four-engine prop job (a DC-4) crossing about a mile ahead of me. It was flying east, also at 2,000 feet.

In my innocence, I admired the beautiful silver airliner's passage. As I crossed its track, I felt a jolt that seemed as though someone had struck the nose of the airplane with a sledgehammer. I cautiously looked left then right and was delighted to see both wings intact. “Gosh,” I said to my friend, “that was some prop wash!” (That was the term we used at that time.)

Years later, as planes became faster and heavier, we learned the hard way that there are twin horizontal tornadoes coming off the wing tips that are now known as wake turbulence. It was determined this effect was strongest behind heavy aircraft at low speeds and, therefore, high angles of attack.

In the air, the left wing tip generates a clockwise rotation as seen from the rear, and the right wing tip causes a counterclockwise rotation. These wingtip vortices move outward at about three to five knots and descend about 500 feet before leveling off. For light aircraft, the greatest hazard occurs when a heavier aircraft takes off ahead of it, or when landing behind a heavier aircraft before it lowers its nose to the runway.

Fast forward to 2013: I was flying a Baron 58 and cleared to land behind a 737 that was on the take-off roll. The surface wind was 10 knots with about a 30-degree right crosswind. I noted being 1.7 nautical miles from the threshold and planned to touch down well before the rotation point of the departing aircraft.

As I flared, I felt as though a giant hand had gently shoved me upward six feet and pushed me toward the right edge of the runway. I passed an intersecting taxiway where another 737 was waiting to cross. I imagine its crew was as scared as I was. I wrestled

the airplane back to where it belonged and made a normal touchdown. As I turned off the runway, I told the tower controller that I had been cleared to land too close behind the departing 737. In reality, it was my responsibility to reject the clearance.

I reviewed the situation later and realized what had occurred. With the 10 knot wind and about a 3-5 knot crosswind from the right, the 737's right wing vortex remained over the runway and drifted back toward me. That caused me to balloon and edge to the right of the runway centerline. Fortunately, there was no rolling tendency, which could have been disastrous. I was fortunate that I was flying a 5400 pound gross weight Baron and not a 1220 pound gross weight Piper Cub.

Let us not become complacent about the dangers of wake turbulence, especially on landings and takeoffs. Don't let ATC talk you into cutting your safety margins, which could lead to a deadly encounter with this invisible danger.

A Brief Summary of Wake Turbulence Avoidance

In general, the larger and heavier the aircraft, the more dangerous the vortex. Wingtip vortices form because high pressure air below the wing curls upward around each wingtip into the lower pressure on the top surface of the wing. This results in the horizontal tornado-like air masses rotating in opposite directions from each wingtip. The vortices spread outward about three to five knots and descend 500 feet from lighter aircraft and about 1,000 feet from the heavier types. This takes about 30 seconds. Wake turbulence then dissipates slowly.

Heavy jets have vortices that are extremely violent. The good rule is to remain above the track or more than 1,000 feet below a crossing jet's path.

On approach or departure as lift increases, in other words, as angle of attack increases, the vortices become stronger. As vortices reach the ground they tend to move apart rapidly and dissipate.

When holding at runway intersections for departure when jet aircraft are using the runway's full length, allow more time than the usual three minutes before accepting a departure release. At an intersection you are in the jet's lift-off zone, which generates the strongest vortices.

Crosswind or parallel runway operations must be carefully evaluated when operating light aircraft in conjunction with heavier aircraft types. In light crosswinds, a vortex may remain on the runway because its lateral movement may equal the crosswind component, as it was in my case in the Baron. During parallel runway operations, the vortices may drift downwind into the path of the aircraft on the adjacent runway. In windy surface conditions vortices break down more rapidly than they do in calm air.

On visual approaches, remain slightly above the glidepath of the leading aircraft. When on an ILS or RNAV approach where there is glideslope guidance, fly slightly above a centered glideslope to remain above the leading aircraft. In both cases, plan your landing beyond the touchdown point of the heavier aircraft.

You must use your imagination to visualize these dangerous formations, because they are usually invisible. They may occasionally be seen if dry blowing snow or smoke is present in the vicinity of the runway, or in extremely humid air.

Google "Wake Turbulence Avoidance" to get a complete analysis of the subject with many illustrations.

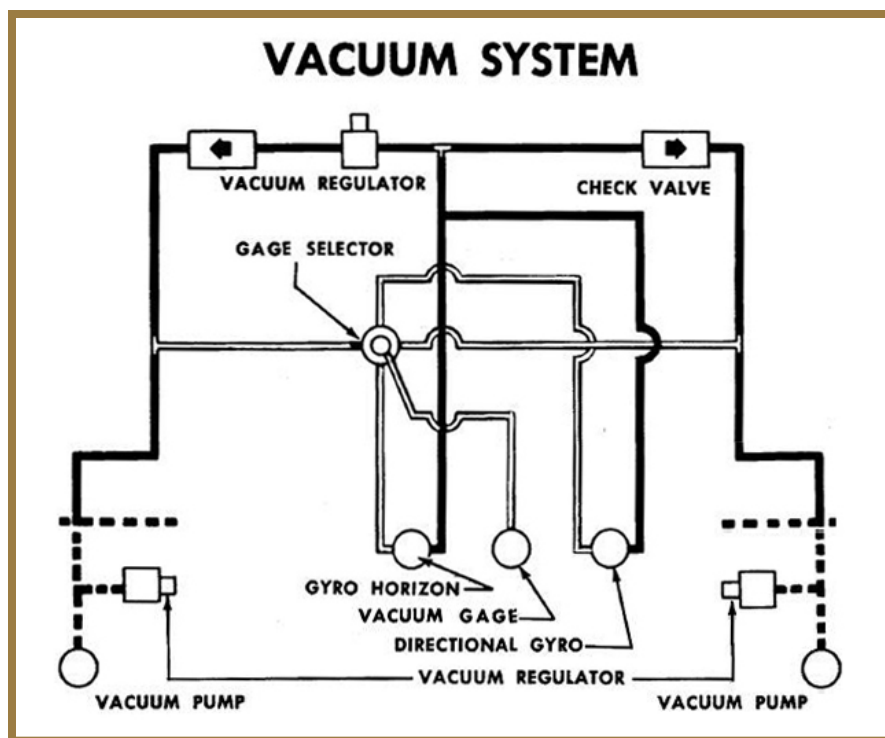


Airplanes do not need to be jet transports before they generate potentially hazardous wake turbulence. There are numerous documented cases of small business jets and heavy twins like Beech King Airs and DC-3s creating wake turbulence that contributes to an accident. Pilots who fly formation know that the wake of multiple airplanes ahead in the pattern combine to create significant turbulence even if the individual airplanes are no larger than the one in trail. Some airplanes create more turbulence than others – the FAA has special wake turbulence separation rules for Boeing 757s, for instance, and several ABS members who regularly fly in formation report Beech Travel Airs create much stronger wake turbulence than the very similar Baron 55. Visualize the movement of wake turbulence, and employ wake turbulence avoidance techniques, regardless of the size of the airplane you're following. —ABS

A History of Beechcraft Instrument

PART II: TRAVEL AIRS and BARONS

Last month we reviewed the evolution of instrument pneumatic air systems – vacuum and pressure – over the production life of the Beechcraft Bonanza from inception in 1947 to the introduction of the all-electric G36 in 2006. This month we'll cover the twin-engine Beech Travel Air and the many iterations of the Beech Baron.



Vacuum Systems

The entire production run of Travel Airs except E95s (TD-1 through TD-707); Barons from the Model 95-55 in 1961 through the 1977 B55 (TC-1 through TC-2002); and C55s through 1967's TE-451, left the Beech factory with engine-driven vacuum pumps to power the attitude indicator and directional gyroscope. The exceptions are those Barons equipped with factory pneumatic deice boots. Deice boot-equipped Barons utilize instrument air pressure pumps that I'll describe later.

From the *Model 95 Travel Air Owner's Manual*:

Suction for the vacuum-operated gyroscopic flight instruments is supplied by two engine-drive vacuum pumps, interconnected to form a single system. For single-engine operation an automatic check valve for the inoperative engine closes thus forming a complete vacuum system sustained by the engine in use. Either vacuum pump has sufficient capacity to maintain the complete aircraft gyro instrumentation.

A vacuum gage selector valve, on the lower control pedestal, permits a check of the vacuum at four points in the system. The valve has four positions: directional gyro, gyro horizon, left pump, and right pump. The suction in inches of mercury at any of the points selected is indicated on the instrument panel suction gage. During normal operation the valve should be positioned in either "Directional Gyro" or "Gyro Horizon."

Air Systems

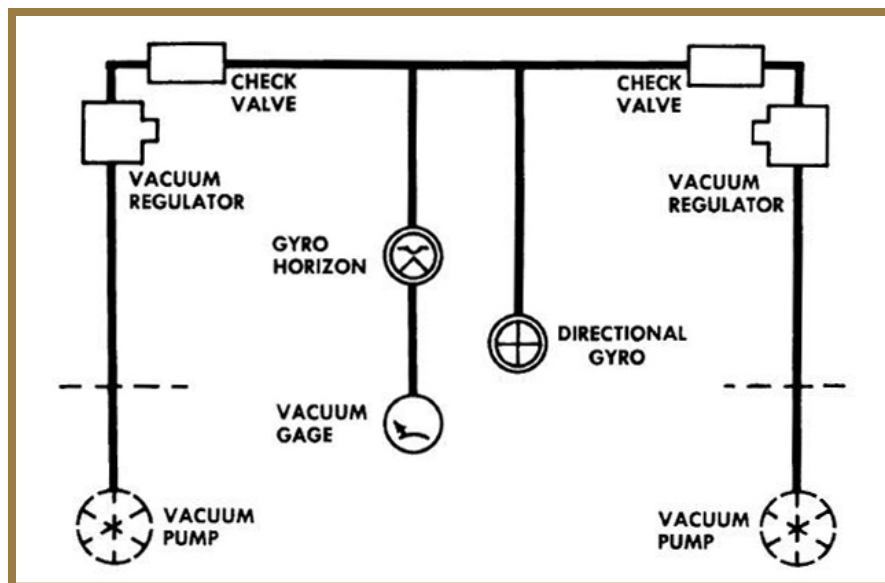
As the pumps create suction, air is drawn in through each individual vacuum-powered flight instrument. Each vacuum instrument has a filter to prevent dust and grist from damaging its gyroscope. "Sluggish or erratic operation of one or more of the vacuum driven instruments, with a normal suction gage reading, indicates that [a] clogged filter is reducing the volume of intake air," according to Beechcraft. The Travel Air manual continues:

Suction in the system is controlled by adjustable, spring-loaded valves. One in the instrument line just ahead of the instrument panel acts as a system regulation valve and one in each engines [sic] nacelle acts as a relief valve. All three valves are set to bleed air into the system as required to maintain the correct suction supply.

Although dual vacuum pumps were standard on the introductory Model 95, on the B95 and B95A (serial numbers TD-303 through TD-533), a single pump mounted on the left engine was standard, and a second vacuum pump mounted on the right engine was an option. When two pumps are installed, the system functions as described in the Model 95 POH as quoted above. Single-pump B95s and B95As have one less regulator and one fewer available selection on the suction gauge switch.

Simplification

The 1963 D95A (TD-534 and after) reintroduced dual vacuum pumps as standard, and simplified the system somewhat. Each pump got its own



spring-loaded regulator valve in the instrument line just ahead of the instrument panel, reducing the total number of regulators from three to two. The suction gauge lost its selector switch and reads suction from the same place in the lines at all times. A reading in the yellow arc on this new gauge with both engines operating at cruise power means that "the regulator system requires adjustment or that one vacuum pump has failed. The cause of an unsatisfactory suction reading should be determined as soon as practicable. Failure of one vacuum pump can be detected by noting suction...with each engine operating individually."

Beech Barons

The Beech Baron was certified as a modification of the Travel Air – hence the model designation 95-55. As such

the early Barons' vacuum system is identical to that in the D95A. This configuration remained standard in Barons produced through the 1977 B55 (serial numbers TC-1 through TC-2002). "On later serial number airplanes [somewhere between TC-502 and TC-1607, the B55 POH doesn't specify], "two red buttons on the gage serve as source failure indicators, each for its respective side of the system."

Source failure indicators were also incorporated in all vacuum-equipped C55s (TE-1 through TE-451). The C55 was introduced in 1966, and it stands to reason the indicators were installed concurrently in B55s. If that's true, B55s (TC-966 and later) have the red buttons.

Model 56TC Turbo Barons serial numbers TG-1 through TG-51 have vacuum systems with source failure indicators.

Instrument Air Pressure Systems

The instrument air pressure system was introduced in the E95 Travel Air in 1968 (TD-708 and after). It also appeared in the D55 introduced for the 1968 model year (TE-452 and after, which includes D55s and E55s). The change from vacuum to pressure came a decade later in B55 Barons, starting with TC-2003 in 1977. 56TCs (TG-52 and after), and A56TCs, employ air pressure pumps. All Baron 58s, 58Ps, and 58TCs have instrument air pressure systems. From the B55 (TC-2003 and after) *POH*:

Pressure for the flight instruments, deice boots, and [pneumatic] autopilot (if installed) is supplied by two, engine-driven, dry pressure pumps interconnected to form a single system. If either pump fails, check valves automatically close and the remaining pump continues to operate all [pneumatic] gyro instruments. A pressure gage on the instrument panel indicates pressure in inches of mercury. Two red buttons on the pressure gage serve as source failure indicators, each for its respective side of the system.

The pressure system incorporates two filters per engine. One is located on the rear baffle of the engine to filter intake air to the pressure pump. The other is downstream of the pump and is located aft of the firewall in the upper nacelle.

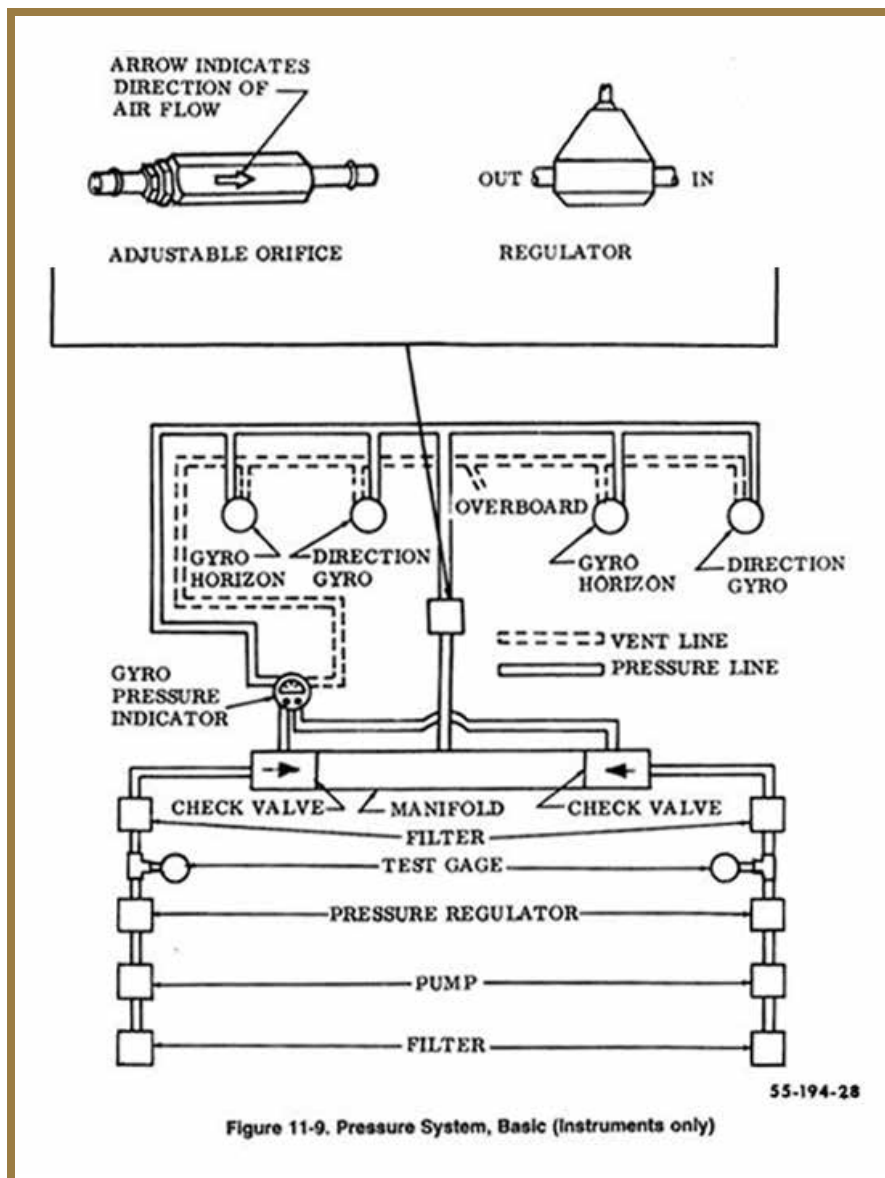


Figure 11-9. Pressure System, Basic (Instruments only)

This second filter on each engine protects the instruments from the carbon dust generated by the dry pumps' self-lubricating feature (as

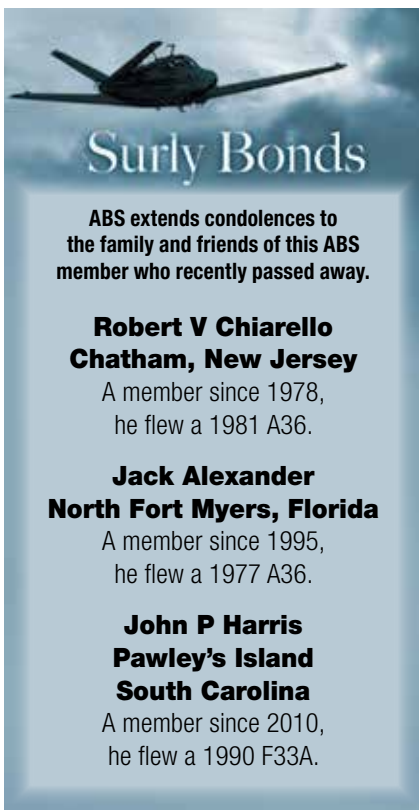
discussed in the first part of this article last month).

Pressurized instrument air blows into a common pneumatic manifold in the forward cabin, and from there toward the instruments.

The standard pressure system has three air pressure regulators – one downstream of each pneumatic pump but before air reaches that pump's carbon filter; and the third is forward of the instrument panel between the pneumatic manifold and the flight instruments. Pressurized air dumps overboard through an opening in the extreme aft portion of the nose wheel well. Inspect this opening during pre-flight to ensure it is not obstructed.

Travel Airs and Barons Factory-Standard Instrument Air Systems

Model 95 Travel Airs	Serial Numbers	Model Year(s)	Pump Type		Dual Pumps	Manual Vac Gage*	Source Indicators
			Vacuum	Pressure			
95	TD-1 thru TD-302, except TD-185	1958 - 1959	x		standard	x	
B95; B95A	TD-303 through TD-533	1960 - 1962	x		optional		
D95A	TD-534 through TD-707	1963 - 1967	x		standard		
E95**	TD-708 through TD-721	1968		x	standard		
*Pilot manually selects the location vacuum gage senses ** Sometimes referred to as E95A in marketing materials							
Model 55 Barons	Serial Numbers	Model Year(s)	Pump Type		Dual Pumps	Manual Vac Gage*	Source Indicators
			Vacuum	Pressure			
95-55; 95-A55	TC-1 through TC-501	1961 - 1963	x		standard		
95-B55	TC-502 through TC-966	1964 - 1965	x		standard		
95-B55	TC-967 through TC-2002	1966 - 1976	x		standard		x
95-B55	TC-2003 through TC-2456	1976 - 1982		x	standard		x
95-C55	TE-1 through TE-451	1966 - 1967	x		standard		x
95-D55; E55	TE-451 through TE-1201	1968 - 1982		x	standard		x
Note: All Barons with factory-installed pneumatic deice boots use instrument air pressure pumps							
Model 56TC Turbo Barons	Serial Numbers	Model Year(s)	Pump Type		Dual Pumps	Manual Vac Gage*	Source Indicators
			Vacuum	Pressure			
56TC	TG-1 through TG-52	1967	x		standard		x
56TC; A56TC	TG-53 through TG-94	1968 - 1971		x	standard		x
Model 58 Barons	Serial Numbers	Model Year(s)	Pump Type		Dual Pumps	Manual Vac Gage*	Source Indicators
			Vacuum	Pressure			
58	TH-1 through TH-2525	1970 - 2005		x	standard		x
58TC	TK-1 through TK-151	1976 - 1984		x	standard		x
58P	TJ-1 through TJ-497	1976 - 1985		x	standard		x



TRAVEL AIRS and BARONS Technical Information

Using the Source Failure Indicators

Operation of the source failure indicators, and a technique for their use in checking the operation of each pump before and after flight, is covered in the April 2013 *ABS Magazine* beginning on page 42 and available to members in the magazine archives at www.bonanza.org.

Wet and Dry

The oil-lubricated (“wet”) vacuum pumps originally installed in Travel Airs and Barons are very reliable and often go all the way to engine TBO without failure. Some later vacuum

installations use carbon-vane, “dry” vacuum pumps. All instrument air pressure pumps are of the carbon-vane dry type. I discussed the operation and limitations of dry pumps in Part 1 of this article, in the February 2014 issue starting on page 34, and available in the website magazine archives.

Pneumatic Deice Boots

We reviewed operation of the pneumatic deice boots in the Baron Pilot article in the February 2014 issue beginning on page 20. It, too, is available on www.bonanza.org in the magazine archives. 



Beech Party 2014 Will Feature the King Air 50th Anniversary

By Wade McNabb

© Bob Burns

From historian Edward H. Phillips, “Originally conceived in 1961 as the Model 120, a 300 mph executive transport, the Model 90 King Air was formally announced on July 14, 1963, and went aloft for the first time on January 24, 1964.” Arguably the most successful offerings in the Beechcraft product line, total production between 1964 and 2013 equaled 6,620 units across 32 models, according to Beechcraft Corporation’s recently released Serialization List. Noticeably absent from this list are any aircraft manufactured under government contracts.

Leading all King Air production is the Model 90 series and its descendants (65-90, 65-A90, B90, C90, C90-1, C90A, C90B, C90SE, C90GT, C90GTi, C90GTx, E90, F90, and F90-1) with 2,676 made. Peak production was 1981 with 148 delivered in three offerings (C90, E90, and F90). In 2013, the C90GTx claimed second spot with a respectable 36 units.

Second is the Model 200 Super King Air with a total of 2,377 units produced across nine distinct offerings (200, 200C, B200, B200C, 200CT/B200CT, 200T, B200T, B200GT, 250). Almost one-half of this number, or 1,140, is comprised of the Model B200, which entered production in 1981. The latest entry in the series is the King Air 250, introduced in

2011, scoring third place in 2013 with 36 units.

The most wanted King Air in 2013 was the 350i, with 65 delivered. The Model 300 Super King Air was introduced in 1984 with a gross weight of 14,000 pounds, has been available in six versions (300, 350, 350ER, 350i, 350C, 350CER), and chalked up a total of 1,184 deliveries through the end of last year.

Filling the final spot in the lineup is the Model 100 series with the least number of offerings (100, A100, B100) and a total of 383 units built between 1969 and 1983. The only model using an engine different than the quintessential Pratt & Whitney PT-6 was the B100 with its Garrett AiResearch TPE-331, producing 715 shp compared with the A100’s 680 shp.

“Airplanes are simply a good excuse to bring great people together.”

Given the magnitude of its influence on General Aviation and on Beechcraft history, the theme of this year's Beech Party, October 15-19, will be “The King Air's Golden Anniversary,” with featured aircraft, programs, and activities. As many who have experienced the Party will attest, our focus is also on the social aspects of aviation. Readers have certainly heard the truism “Airplanes are simply a good excuse to bring great people together.” We are excited about the opportunity to extend this tradition, offering King Air owners, operators, maintainers, and enthusiasts the opportunity to participate in the programs and activities.

On October 17, 2013, the Museum's Board of Trustees voted for the formation of a new division, the King Air Society. In keeping with the mission of fostering aviation education and preserving the Beechcraft heritage, this action marks the next logical step in our journey. As has always been the case, membership is available to anyone interested, at the same rate as other Beechcraft Heritage Museum divisions. Annual rates are \$50 for a single year, \$94 for two years, or \$135 for three years. Lifetime membership is \$1500, as a single payment, or as two \$750 payments within a 12-month period.

Staggerwing to be featured at Sun 'n Fun

Last year, the Museum staff worked closely with our members and the Beechcraft Corporation to fulfill its request for a Model 17 as part of their displays at three major aviation events. Thomas Thomas' D17S and Kurt Bromschwig's D17S were front and center for Sun 'n Fun and AirVenture, respectively. Beechcraft's best exhibit of the year was built for NBAA's annual convention in Las Vegas, and Thomas' D17S was again the star of the show. For 2014, we will attempt to repeat the success starting with Sun 'n Fun, April 1-6, where Thomas' beautiful red 1943 Model D17S "Staggerwing" will re-appear at the Beechcraft Corporation static display. Be sure to stop in and say hello! 



Member News



Wright Brothers Master Pilot Award

John A. Porter (ABS L666) recently received his Wright Brothers Master Pilot Award at the Southern California Pilots Association December dinner meeting held at Lyon Air Museum in Costa Mesa, California. The award recognizes active pilots who have been flying for 50 years or more without accidents or rule infractions. John Porter is a former administrator of BPPP, succeeding Sam James, and was a BPPP flight instructor for many years. He continues as a flight instructor, A&P, and AI. He is also a charter member of American Bonanza Society.



ABS Air Safety Foundation Call for Speakers

The ABS Air Safety Foundation requests your proposals to provide a pilot or mechanic safety presentation at one or more of these 2014 events:

ABS BEECHCRAFT HOMECOMING

Wichita, Kansas • June 4-8, 2014

ABS TENT TOPICS AT EAA AIRVENTURE

Oshkosh, Wisconsin • July 28-August 3, 2014

ABS WINE COUNTRY FLY-IN

Sonoma County, California • September 11-14, 2014

Presentations at these events must be specific to the safe operation, ownership and/or maintenance of Beechcraft Bonanzas, Barons, Debonairs and Travel Airs. Although presentations may be on general safety topics (e.g., flying instrument approaches; conducting a thorough preflight inspection), the course must be focused specifically on how the topic applies to ABS-type airplanes.

Plan for ABS Homecoming and Wine Country Fly-In presentations to last one hour and 15 minutes, and ABS Tent Topics at Oshkosh presentations to be 50 minutes long. The presentation must not be a promotion of any particular commercial product or service. No compensation or reimbursement will be provided; ABS events presentations are made by volunteers in the spirit of members helping members. Members who attend your presentation will receive credit toward completion of BPPP LIVE, ABS Aviator, and FAA WINGS or FAA AMT WINGS as applicable.

Please include all of the following in your proposal:

- The title and topic of your presentation.
- Your name, ABS number, and what qualifies you to speak on the topic.
- A short (two or three sentence) biography describing your professional and aviation credentials.
- A close-up photograph of yourself, preferably in an aviation or classroom setting, for use in publicity and events programs.
- A short (two- or three-minute) YouTube-style video of yourself speaking in an aviation or classroom setting. If you've spoken at an ABS event in the past five years you won't need to submit a video unless requested.
- At least two letters of reference from pilots who you have trained or who have attended presentations you've given, attesting to your skill as a classroom speaker. If you've spoken at an ABS event in the past five years you won't need to submit references unless requested.
- The ABS event or events at which you wish to speak (in the case of AirVenture, include which days you plan to attend Oshkosh).

Send your full proposal package to ASF executive director Tom Turner at asf@bonanza.org before these deadlines:

- ABS Beechcraft Homecoming: April 20, 2014
- ABS Tent Topics Oshkosh: April 30, 2014
- ABS Wine Country Fly-In: June 30, 2014

If you have any questions:

Please email asf@bonanza.org or call 316-945-1700.

Thank you; we look forward to your presentations at these 2014 ABS events.

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 absmail@bonanza.org.



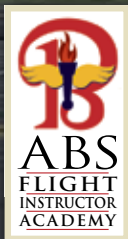
I have an F35 Bonanza with an E-225-8 engine, and have had to make several accessory changes and repairs. I have the work done at Pacific Continental Engines in Pacoima, California, but they will no longer work on the E-225 engine because parts are unavailable. I am selling my F35 Bonanza as I can no longer maintain the engine. I think you have an obligation to advise your readers that parts for the E-225 engine are no longer available.

—Thomas W. Richards

Unfortunately some, but not all, parts for the Continental E-Series engines and Beech electric propellers originally installed on them are no longer available. This indeed does make it challenging to own and maintain the 1947-1956 Bonanzas – we discuss this quite openly with people who contact us prior to purchase of an E-Series Bonanza. There are still a few facilities that do maintain and overhaul the E-Series engines, including Poplar Grove Airmotive near Chicago, Illinois (www.poplargroveairmotive.com), and Cruiseair Aviation in Ramona, California (www.cruiseairaviation.com). Over half of the ABS members who own E-Series Bonanzas have upgraded to an oil-driven propeller, according to a recent ABS poll, and many have installed a better-supported, fuel injected engine by STC. I encourage you to consider these options before you sell your F35. —TT

Your organizing and managing the ABS BPPP Live Seminar in Daytona Beach a couple of days ago was very impressive. You kept a very tight schedule, on time and on point. And what a crowd! This was the largest one I have ever been to, yet you kept us on track, even with all of the comments from some very heavy hitters in the Bonanza Society. The dinner the night before at Spruce Creek was a special bonus. Every participant had a good time and a good meal in a very special environment. It was well worth the opportunity to mix and mingle with the team and Beechcraft drivers. I always learn a lot that I didn't know, or refresh some things I don't often think about, at these events. Plus, exchanging ideas with compatriots is great fun. —Don M. Newman

Learn “How to Teach Beech” with the American Bonanza Society’s **ABS Flight Instructor Academy**



\$125

**See Instructor Training
at www.bonanza.org**

- Computer-Based Training on Instructional Techniques for Beech Bonanzas & Barons
- Aircraft Systems, Procedures, Techniques and Flight Maneuvers Guides
- Academy Graduates are Listed on the ABS Website Instructor Referral List for Over 9000 Beech Pilots
- ABS Flight Instructor Mentor Program to Answer Your Questions About Teaching in Beechcraft
- Opportunity to Become Accredited in ABS' Industry-Leading Beechcraft Pilot Proficiency Program (BPPP)

I had a great training day with Gary Biba to complete my BPPP training. Gary is well-organized and had a logical flow to the elements of the training. He was also able to add some crosswind landings that we had the winds for and also some work with the GNS-530 that I had asked him about in prior e-mails. Gary did a great job and it increased my confidence in the airplane tremendously. The BPPP course and flight instruction were excellent. —Dennis Finley

I had the chance to get a couple solo hours in the Debonair over the weekend. I'm glad I took the time to participate in BPPP. It was the smart way for a guy like me to get back into flying. Thanks again for the great instruction! —John Spellmeyer

I'm writing to let you know how much we enjoyed the BPPP LIVE seminar in Daytona Beach on January 11. It was very enjoyable and we learned a lot. Darren Grogan, my partner on a 2011 G36, and I attended this event and took home more than we even realized.

After we left early to head back home to Paducah [Kentucky], we were cleared to land at KPAH when the landing gear would not come down. Fortunately Darren, who was flying the plane at the time, remembered Bob Laurence's portion of the class where he dealt with "abnormal conditions" such as manual landing gear extensions. Bob went in-depth not just on how the POH says the extension should be conducted, but he further schooled us on what might be the cause of such a problem. We remembered how he said that sometimes the gear motor could have a dead spot on the armature, which could result in it working sometimes and not working at other times.

So having let the tower know we had gear problems we leveled off. I was going through the manual extension checklist when Darren said, "Let me try something." He pulled the landing gear circuit breaker, engaged the manual extension handle, and made a half-turn at the most (just as Bob Laurence suggested). Then he stowed the handle, pushed the gear breaker back in, and the gear came down with three green lights.

We know that this was not an emergency, and we could have completed the extension by the book and landed the plane without issue. However, it was great being able to take our Bonanza to the shop and tell our mechanic exactly what was wrong with the gear motor. We saved him the time and us the cost of troubleshooting (Bob made us look pretty smart to our mechanic). We now have a new landing gear motor, and we're back flying with a little more knowledge under our belt thanks to our day with BPPP in Daytona Beach. —Steven Terry

A new Bonanza owner and ABS member contacted the Society for help with his flight instruction needs. As a result we sent this message to all BPPP instructors and ABS Flight Instructor Academy graduates (more than 250 instructors):

ABS member John Thodos is taking delivery of a G36 Bonanza and is looking for G36 specialist instructors in both the Chicago area and in Naples, Florida. John had flown Cessna airplanes but has not flown in 15 years. He divides his time between Chicago and Naples, and is looking for a CFI who is extremely familiar with both the Bonanza and the Garmin G1000 system to fly daily with him in each of the locations until he has about 50 hours total in type, after which he will be attending FlightSafety International's G36 program in Wichita.

The message included contact information for Mr. Thodos.

About a week later we followed up:

ABS: Were you able to make arrangements to get your G36 training?

John Thodos: Yes. I had a few responses, the best being a man from Orlando, Ron Timmermans, who will work with me in Florida and Craig Bailey who can work with me in Chicago. Do you know who they are?

ABS: Yes. Ron is a former president of BPPP and also a former ABS Board member. Craig is a two-time past president of ABS and was part of the creation of what has become the BPPP Online+Flight program. Both are excellent instructors who are active in the Beechcraft Pilot Proficiency Program, and good choices for your training.

John Thodos: Thanks to you, looks like I'm covered. I start my training in February with Craig, then ferry the plane to Florida with Craig where Ron will pick up the ball and get me through my instrument check ride. I will either finish my Commercial with Ron or get it started for Craig to wrap up, then get my CFI and CFII. That will get me through the summer and into the fall. Thanks again.

Mr. Thodos will write about his Bonanza training experience in a future issue of *ABS Magazine*.

I can't begin to explain how thrilled I am that you have allowed me to submit my article and then picked it for your magazine (Beechcraft of the Month, February 2014). Owning an airplane, let alone a Beechcraft, has been a dream of mine ever since I was a young man. Now, getting it spotlighted in what I consider the Beechcraft bible is a great honor. I hope my contribution to your magazine inspires others to continuously improve their aircraft in an effort to preserve the remaining fleet of these great airplanes. I am as proud a Beechcraft owner/operator as you will ever find. Thanks again for the opportunity. —Mike Franceus

Greenland via the Canadian Arctic:

PART II By Jeffrey and Quentin Parker, Sudbury, Massachusetts



It's really hard to convey just how large the icebergs are – notice the speedboat in the foreground of this one.

Sunday, July 22, 2012 Day 5, Arctic adventure • Ilulissat, Greenland (BGJN)

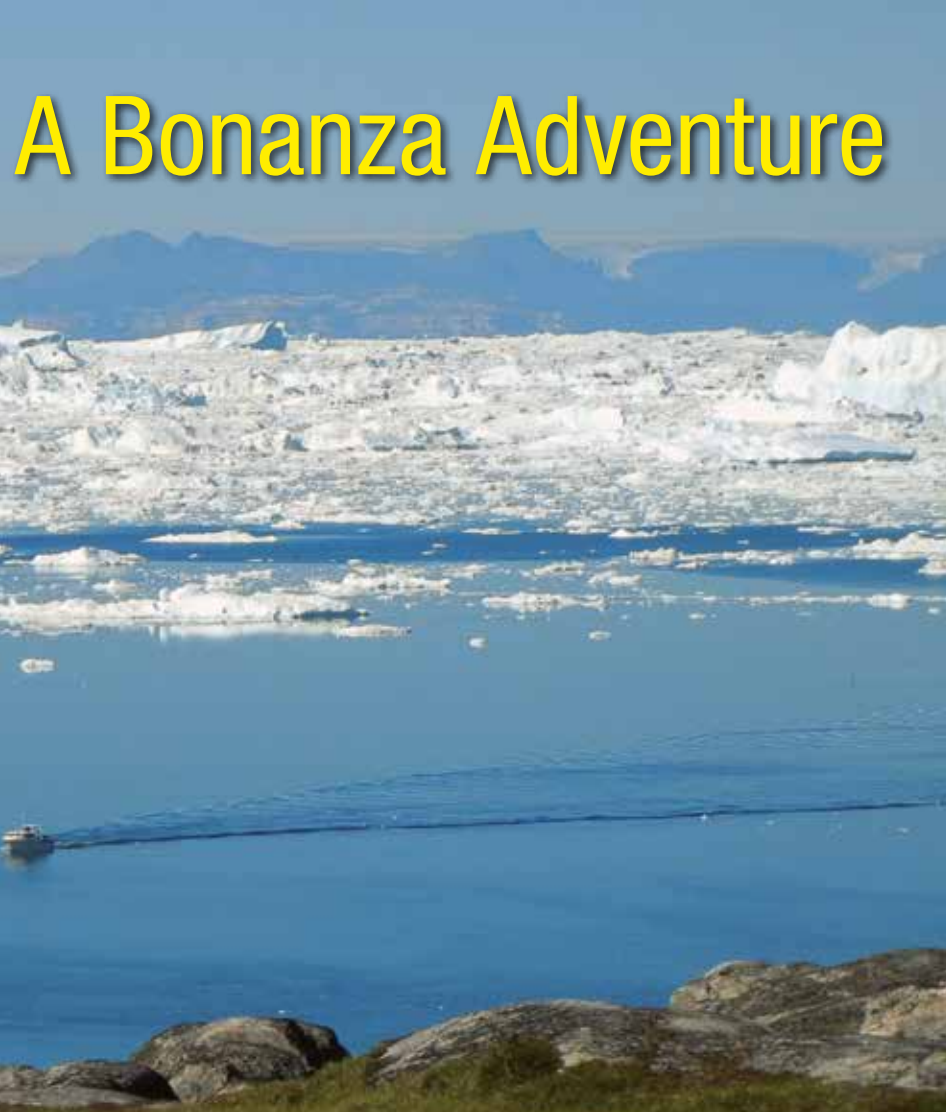
We slept well last night, even though the sun did not really set at all, and we heard sled dog serenades throughout the night. This being our first day without travel, we slept late and enjoyed a lazy breakfast. The hotel shuttle dropped us in the center of town and we spent the afternoon walking around Ilulissat. With a population of 4,500 people (and thousands of sled dogs), it is Greenland's third largest city.

The town rises steeply into the hills surrounding a cozy harbor full of fishing boats and broken bits of iceberg. The architecture is a mixture of brightly painted, snug, single-family homes perched randomly around the rocky terrain; a few big apartment blocks; commercial and public buildings; and a seafood processing plant. Everything is connected by meandering footpaths. The utility infrastructure runs in pipes above ground, and there are little shacks in every neighborhood where clean fresh water is available free for anyone whose water supply has frozen.

We visited a little museum with a collection of pleasant paintings from colonial times and an exhibit of contemporary photographs. It was drizzling most of the afternoon, then big masses of fog rolled in reducing visibility to next to nothing. An exquisite three-course meal composed of very fresh shellfish and fish from the bay in front of the hotel completed a restful Sunday.



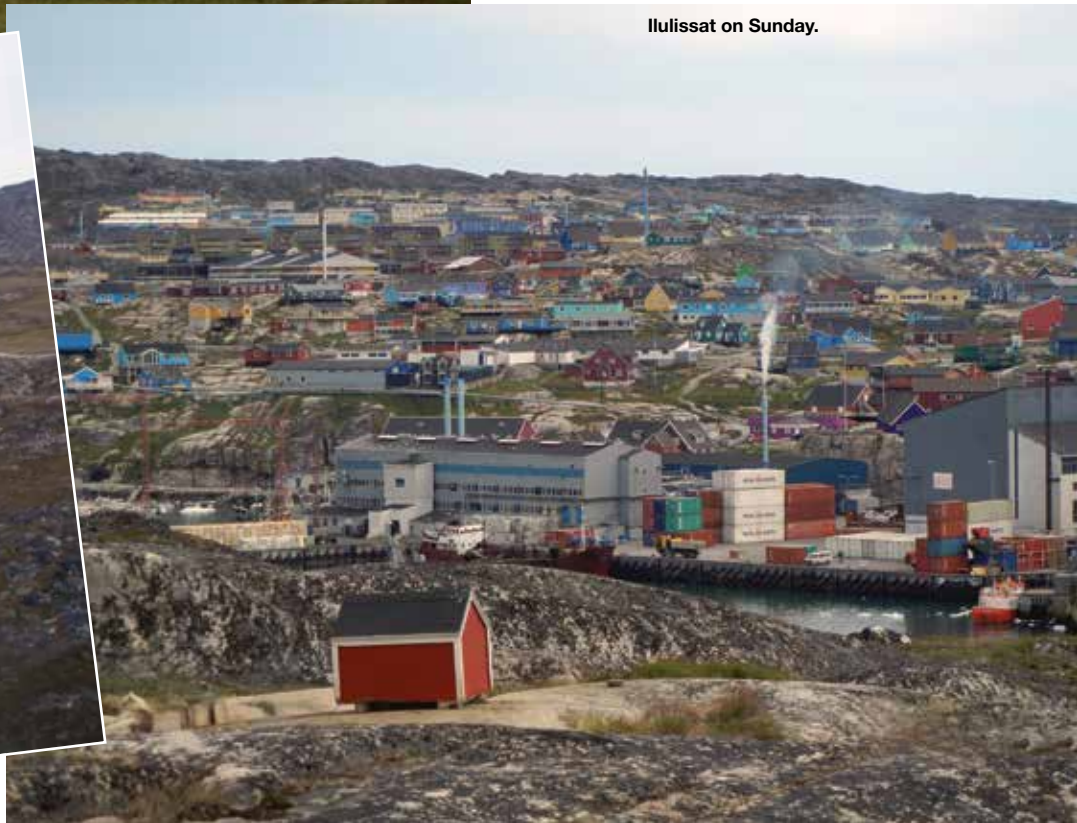
A Bonanza Adventure



Ilulissat on Sunday.



Approaching the runway in Ilulissat.





The harbor is full of bergy bits today.



The far side of Baffin Island.

Monday, July 23, 2012 Day 6, Arctic adventure

Following yesterday's drizzle and low fog, we awoke to overcast skies. We continued spending the day exploring Ilulissat. We visited the local history

museum where several exhibits underscore the devastating impact global warming has had on Greenland in recent years. Up here, 300 kilometers



Snoozing sled dogs enjoying their summer vacation. They eat seal and fish.

The puppies are cute, but more predator than pet. Even the little ones howl rather than bark.

Sealskin is used for everything in Greenland, even the seats in the Spartan airport waiting room.



north of the Arctic Circle, there has been so little snow in recent years the ancient dogsledding culture may soon be a thing of the past.

Recent archaeological discoveries demonstrate the connections between circumpolar cultures and proved that arctic people migrated to Greenland in three successive waves. We marveled at their ingenuity and craftsmanship, admiring functional and decorative objects made of bone, antler, skin, and stone.

By evening, the skies had cleared and we sat until late at night enjoying the bright midnight sun reflected in the calm bay dotted with icebergs of every size.





**This is where the
ice fjord meets the bay. We
walked down the lovely
boardwalk that protects
the fragile tundra.**

**Here is the view
from the boardwalk.**

Midnight,
7/25



Disko Island

Crossing the
Arctic Circle –
66 degrees
north.



Tuesday, July 24, 2012 Day 7, Arctic adventure

Today was dedicated to “flight-seeing” the surrounding area. We flew for two hours – the time it takes us to fly from Boston to Baltimore – visiting Disko Island, the edge of the inland icecap, and several tidewater glaciers. Ilulissat Kangerlua Icefjord is a UNESCO World Heritage Site – neither my words nor photographs will capture its vastness and grandeur. Some statistics may help: the largest tidewater glacier in the northern hemisphere; it calves 35 cubic kilometers of ice annually. It can take the larger chunks up to two years to travel 40 km down to the mouth of the fjord. And who knew there were so many shades of white?

Disko Island is a sobering reminder of the peril of climate change. My guide-book, published only a few years ago, states that Disko has its own icecap and is the one place in Greenland where one can go dogsledding in the summer. Local guides discouraged a trip, saying the snow was poor. But, seen from the air, the reality is that nearly all the ice has melted, there has been no snow in recent years, and the island is mostly barren.

The local airport staff was delighted when we landed. They almost never service private aircraft and took turns photographing each other next to the plane as they fueled it and tied it down.

We walked in the bright sunshine for several more hours, in awe of what we saw from the air today, and so glad we are able to go on this adventure.



Wednesday, July 25, 2012
Day 8, Arctic adventure

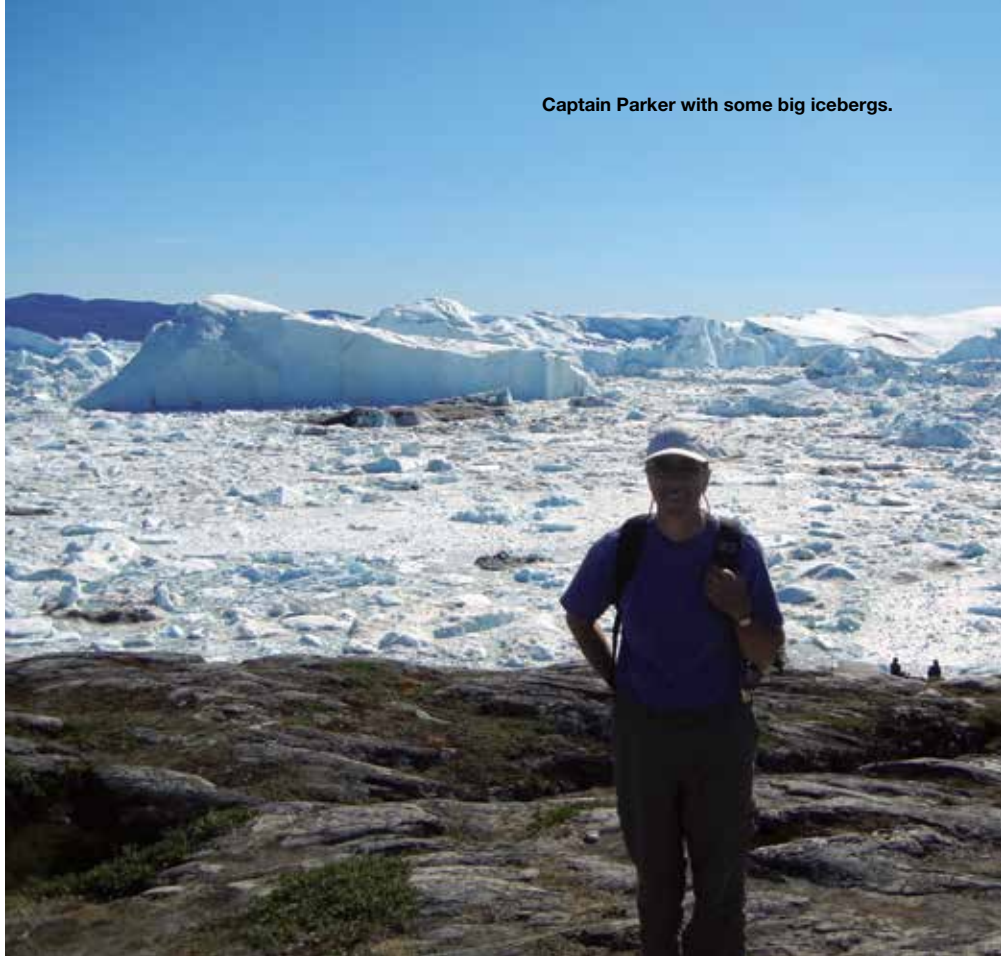
Today was our day to admire the awesome glacier seascape. We took a lovely hike south from our hotel around a peninsula that is at the terminus of the ice fjord. We sat for hours in the brilliant sunshine, listening to the splashing of water, the creak of ice, and the occasional sharp sound of an iceberg breaking up.

Thursday, July 26, 2012
Day 9, Arctic adventure

Today was a day to catch up and rest, and for Captain Parker to plan tomorrow's flight to Kangerlussuaq. Over the course of the day, the weather shifted from sunny to overcast, causing him worry. The wind picked up and pushed much of the smaller chunks of iceberg further out of the bay toward the Davis Straight. Veiled in gray, the bergy bits looked compressed against the low horizon. Despite the moody weather, we saw more fishermen out on the water this afternoon than we had seen all week, followed by flocks of hungry seagulls. The fishing conditions must have been fine. I wouldn't want to be out in a tiny boat near all that lethal floating ice. We noticed that nearly every vessel, no matter how small, tows an even smaller vessel; and most everyone wears an orange survival suit just like ours. We walked around the area watching the ice drift from different parts of town, knowing we might never see anything like this again.



Continued next issue.



Captain Parker with some big icebergs.

Tech Talk

Tech Talk is a periodic feature written by ABS's Technical Advisors.

Mechanic Qualifications

By Bob Butt

Mechanic: This includes anyone working on your aircraft, even yourself. Is your mechanic qualified? FAR 43.3, FAR 43 Subpart D, and FAR 65 Subpart D help answer this question: A certificated mechanic may perform almost any maintenance on an aircraft.

The pilot-certificated owner/operator of an aircraft may perform specific preventive maintenance functions on that aircraft as listed in FAR 43 Appendix A. Someone who is not that airplane's owner or operator may perform work on an aircraft if properly supervised by a certificated mechanic, who then logs and endorses the work.



FAR 65.83 Recent Experience Requirements

A certificated mechanic may not exercise the privilege of his certificate and rating within the preceding 24 months unless –

- (a) The administrator has found that he is able to do that work; or
- (b) He has for at least 6 months —
 - (1) Served as mechanic under his certificate and rating.
 - (2) Technically supervised other mechanics.
 - (3) Supervised in an executive capacity, the maintenance or alteration of aircraft; or
 - (4) Been engaged in any combination of subparagraphs (1) of this paragraph, (2), or (3).

Just as important is ***FAR 65.81 General Privileges and Limitations:***

- (b) A certificated mechanic may not exercise the privileges of his certificate and rating unless he understands the current instructions of the manufacturer, and the maintenance manuals, for the operation being performed.

The reality is, an active A&P with Beechcraft experience, service manuals, parts books, access to Service Bulletins, and any other documentation required for proper maintenance should be utilized in the care of your aircraft. Not only is it a good idea, it is the law. The documentation is

required for anyone performing maintenance since the owner is considered “certificated” for the items permitted by 43(D). Unfortunately, any advice gleaned from Internet forums, magazine articles, or your hangar neighbor does not count. However, the multiple additional sources of information can be as valuable when the official source is detail challenged. For example, the detail of the rigging guides the ABS has produced.

The owner/operator is totally responsible for all work done to the aircraft and, therefore, who he chooses to use to perform mandatory work and inspections. As captain, his choice can get him cited for the mechanic’s ineptitude. Should the owner/operator unknowingly fly an unairworthy aircraft caused by the mechanic, he will be cited, and not the mechanic. The mechanic may be subject to civil action, but the FAA will not participate. So, if your mechanic is willing to learn, the ABS has a class available as well as DVDs. Even spending a day assisting in a Service Clinic can be beneficial.



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.



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.



Dan Honeycutt

is an A&P/IA with over 20 years experience. He owns a California-based FBO specializing in Bonanzas and Barons.



Arthur Miller

has won numerous FAA awards as a mechanic, and runs a Beech specialty shop in central Florida.



Tom Turner,

ABS-ASF Executive Director, holds a Master's degree in Aviation Safety. He has specialized in Beech pilot instruction for over 20 years.

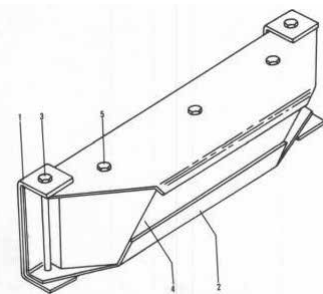


Nose weight

Mark Hegg, Boulder, Colorado

Q. I have a V35A. I was given a 30 lb weight, which I was told fits in the nose of a Bonanza to improve the center of gravity. There are no numbers or names on it. Have you heard of such a thing, and is there any paper work (STC) for it? It looks like it fits in the forward lower channel.

A. The weight was standard equipment on the V-tail Bonanzas from serial number D-7310 and after. You are correct that it installs in the nose section below the air filter. There is no STC required to install it as it is factory-original equipment. Take a look at your aircraft first as it may already be installed. I have sent you a picture from the parts catalog for your reference. —BR



CHT thermocouple

Frank Smythe, Simpsonville, South Carolina

Q. I need to know what type of spark plug gasket thermocouple was used on my 1947 Bonanza. Mine reads low 200°F in cruise — I may have the wrong type, "J" or "K"?

A. The parts book shows AN5540-2 as the thermocouple. The Alcor cross-reference part number for this is 86202 and is shown as "J" type thermocouple. Aircraft Spruce shows this P/N in stock for \$101.95. I think most aircraft home-builder supply houses handle them.

Aircraft Spruce: 877-477-7823 or aircraftspruce.com

Chief Aircraft: 800-477-3408 or chiefaircraft.com

Wicks Aircraft: 800-221-9425 or wicksaircraft.com —AM

Landing gear bolts

William Bosma, Yardville, New Jersey

Q. My IA at this year's annual inspection wanted to look at my G35's landing gear bolts. With almost 6000 hours on the airplane and no record of it having been done in the past, I agreed. My question is: Do these bolts need to be purchased from Beech, or can the proper bolt be purchased from a vendor?

A. Most of the bolts can be procured from a reputable hardware supplier with traceability. I suggest somebody like Aircraft Spruce. Here is the list of the main and nose gear attach bolts:

Nose A-frame AN6-30A

Nose Drag Link at gear 35-825084

(This does need to come from Beech.)

Nose trunion AN6-23

Main Gear Drag link AN5-22

Main Gear trunion NAS58-31/M or AN178-31 —BR



Loose cabin door hinges

Glen Young, Yulee, Florida

Q: The entrance door on my F35 is loose at the hinges. Looking at it, it doesn't look like an easy fix. What is involved to fix it?

A: The original attaching hardware uses 3/16" clevis pins. Over time and without proper lubrication, they get rusted into the brass door hinge bushings. If your door pins are stuck, getting them out can be a chore. I have used a small pneumatic sawzall and gingerly cut the pin above and below the hinge to get the door off on more than one occasion. Once you get the door off, the repair can be performed.

Usually it is the fuselage boxes that are the most worn in the door hinge system. If the holes are not too large or out-of-round, you can ream the door hinges and the fuselage boxes up to a 1/4" bolt and install new bolts. This is by far the easiest and best repair.

If the fuselage is worn larger than 1/4" or so, out-of-round that 1/4" will not clean up the hole, a more substantial repair will need to be performed. For this repair, do not ream the door hinges greater than 3/16". Remove the old pin, clean the door hinge, and then address the fuselage hinge box. You will need to remove and replace the steel backing plates that are riveted into the hinge boxes in the airframe. New backing plates will return the pin hole to 3/16" and you can reinstall the door and a new 3/16" pin. —CB



Brake master cylinder removal

Paul Weiss, Livermore, California

Q: How do I remove the brake master cylinder on a 1947 Model 35? I can't see behind the rudder pedal, and I have a leaker.

A: They're a pain to get at and it will be leaking out of the top 99 percent of the time. To make things a little easier on you, I recommend pulling the insides out while leaving the housing in place with the hoses still connected:

- Put plenty of shop rags around the cylinder to catch the hydraulic fluid.
- Pull the parking brake control to stop the flow of fluid from the reservoir.
- Disconnect the upper rod end of the master cylinder from the brake pedal.
- Compress the snap ring that holds the rod guide bushing in place.
- Pull the complete assembly out.

The O-rings at the rod guide bushing are what's likely leaking. I recommend replacing them all while you have it apart. Once you have replaced all the O-rings, fill the master cylinder with hydraulic fluid and reinstall the insides with the snap ring in place, and attach the upper rod end. Don't forget to bleed the brakes after. —DH

Checking E-series engine oil when cold

William Hensley
Cresson, Texas

Q. I wish I could check oil quantity when my E-225 engine is cold. Can I measure the volume of oil in the accessory case and use the sum of that plus 8 quarts for engine oil to make a dipstick to check when it's cold? Any reason this won't work?

A. There is no reliable method to check the E185/225 (dry-sump) engines while cold. You may try adding a known number of quarts after a full oil change, then check the level regularly while the engine is cold to get a baseline. You could add a quart or two to bring it up to your desired level and continue checking it cold to track your progress. But this is still just approximate. —CB

Baron synchronization

Craig Brown, Frederick, Maryland

Q. On a 1970 B55 Baron, I am trying to determine if the propeller synchronization gauge in the dual tachometer is required to be operational either by rule or equipment requirements. I have searched the AFM (Approved Flight Manual) to no avail. Any assistance or references you can offer would be most appreciated.

A. The propeller synchronometer gauge is not listed as required equipment in the "Required Equipment for Conditions of Flight" table in the Limitations section of your Pilot's Operating Handbook, nor is it in the 3A16 Type Certificate that applies to Travel Airs and normally aspirated Barons. Therefore it is not a required-for-flight item, and if broken may be placarded as inoperative per FAR 91.213d. —TT

IO-550s in Barons

Ed Sanders, Hot Springs, Arkansas

Q. I have IO-520 engines in my E55. Should I consider upgrading to the IO-550 when it is time? If so, what are the main benefits? Is there a gross weight increase, etc.? How does it affect single-engine performance? How much faster is it versus extra fuel burn? Also, I see that many planes have been changed to three-blade propellers, but I hear the two-blade prop is faster. Should I change to a three-bladed propeller when I change engines?

A. The main benefit of IO-550s is the increase in power, which translates into a slight increase in cruise speed and a fairly significant increase in single-engine climb and single-engine service ceiling. There is no increase in gross weight with the IO-550 STC, and you should expect roughly 2 GPH per engine higher fuel burn for a given percentage of power. Of course, you could also throttle back to the original cruise speed and fuel flow, utilizing the added power only for climb and emergencies, if you wish.

IO-550s require three-bladed propellers; compared to two-bladed props, three blades increase climb performance and slightly decrease cruise performance, if all else is equal.

—TT

• • • • •

Rivets used in belly skins

David Johnson, Cleburne, Texas

Q. I am replacing the belly skins on my E35 from station 151 to 256.9, and have been unable to find the information on the type, lengths, and quantities of rivets used for these skins. I can figure lengths from the thickness of the materials, but do not know the specs on the type of rivets used.

A. They are standard solid AN470 universal head and AN426 countersunk (2117 type) rivets. —DH

20-gallon auxiliary fuel tank

Ronald Wilkins, Gilbert, Arizona

Q. I currently have a factory-installed 10-gallon auxiliary tank mounted in the fuselage of my C35. My A&P and I are contemplating replacing it with a 20-gallon factory auxiliary tank (which I have just acquired) as an economical alternative to tip tanks. Any guidance and pros/cons would be very helpful.

A. While the fuselage fuel tanks are approved by the type certificate A-777, by today's safety standards I would encourage you to go the tip tank options. In my opinion tip tanks provide better safety, loading options and a possible gross weight increase. The only down side is the relative economics of the choices.

The baggage compartment auxiliary fuel tank is not documented in the Beechcraft maintenance manuals, but it is included in the parts catalog for 35 through G35 Bonanzas. Here's the page from that manual (with a hand-written note by ABS's first Technical Consultant, Norm Colvin): —AM

MODEL 35 THRU G35 PARTS CATALOG

404-184417 Scupper - Goes around
Filler neck - has drain on
bottom.

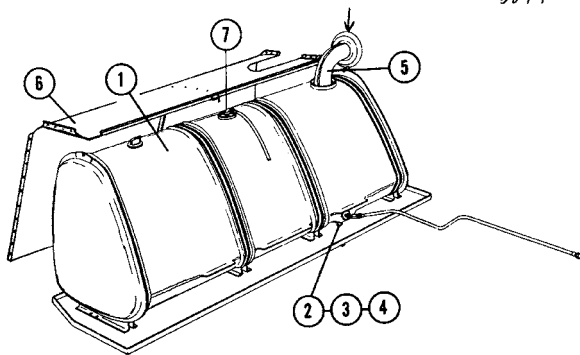


Figure 85. Auxiliary Fuel Tank

FIG. & INDEX NO.	PART NO.	1 2 3 4 5 6 7	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
85	35-511		KIT,AUXILIARY GAS TANK.	1	A1
	35-511A		KIT,AUXILIARY GAS TANK.	1	A2BCD
	35-924224		KIT,AUXILIARY GAS TANK.	1	EFG
- 1	35-924161 SA4		TANK ASSY,AUXILIARY GAS	1	EFG
	35-921526-2		CAP ASSY.	1	
- 2	35-924171		STRAINER ASSY	1	A1
	35-924172		STRAINER ASSY	1	A2BCDEFG
- 3	AN901-6A		GASKET,STRAINER	2	
	35-924173		NIPPLE,DRAIN.	1	
- 4	CPP100-2		VALVE,DRAIN	1	
	35-924175		GASKET,TANK PAN	1	
- 5	35-924161-14		NECK.	1	
- 6	35-924184		COVER ASSY.	1	ABCD
	35-924223		COVER ASSY.	1	EFG
	35-924183		COVER,BRACE ASSY.	1	
	35-924162		SUPPORT,AUXILIARY FUEL TANK	1	
- 7	35-924182		TRANSMITTER	1	

GA News



New Free iPad App Available

FtPlan.com has released its new free iPad app, *FtPlan Go*, available at the iTunes store.

Like the original *FtPlan.com*, *FtPlan Go* is integrated with *FtPlan*'s website for one-stop flight planning in a centralized user account. The Go app features include breadcrumbs that leave a trail on the screen to show where the user has flown; rubber-banding of routing in-flight planning; ability to create and edit routes offline; and expanded FBO airport information, including fuel prices. Additional features include a downloadable world map; Clarity ADS-B and XM WX capabilities; free geo-referenced airport approach and taxi charts; TAC charts and SUAs. Users can write and save notes on approach charts. All these features work both online and offline. *FtPlan*'s current legacy app remains available with the company's continued support.

For information contact *support@fltplan.com* or visit *www.fltplan.com*.

Heater box butterfly valve

Tom Smithhisler, Dublin, Ohio

Q: I have a 1988 A36. About two years ago, we finally diagnosed a mysterious noise that had been a nuisance. It was a metallic "rattling" almost like a screw in an aluminum can. It only happened under certain conditions. Just by luck, I was flying on a cold day when the noise started again. I pulled the aft cabin heat control knob out and the noise disappeared. This gave my shop the clue it needed. They described to me a butterfly valve in the heater control box. Apparently, this valve had some kind of seal around it that had deteriorated over time and allowed the valve to vibrate in the air being vented into the box. They said that they could not find a replacement part and instead built a new seal out of a stronger material.

As of a couple of weeks ago, that noise has reappeared. If I pull the aft cabin heat knob it disappears. Do you know what the replacement part is? I'd prefer to get a new one for a long-term fix.

A: You can replace the leather seal material after you remove the heater control valve assembly. It will take four seals to replace the assembly on the butterfly valve. The part number is 35-55011-39; Beech has 45 in stock at \$690 each. —BR

Window replacement

Adam Kaminski
Grafton, Wisconsin

Q: I'm wondering if there are any resources to help with a window replacement on my 1962 Travel Air. On this annual I would like to replace the two removable side windows and the two aft windows. I plan on doing this myself while it's being annualized.

A: The best way to replace the emergency exit windows is to remove them from the aircraft. You first take out the hinge pin or drill out the rivets on the upper hinge half. Next, drill out all of the rivets that hold the two halves of the frame together. And, lastly, fit the new window, apply sealer, install the new window, and then rivet the two halves back together.

If you drill out the rivets to remove the window from the aircraft, to ensure proper fit Cleco the hinge in place, and close and lock the window before you to rivet it back. The rear windows have metal "L" brackets secured with screws that hold the window in place. Remove all of the brackets, remove the old window, clean out all of the old sealer, and install the new window with fresh sealer. Here are some replacement window sources:

LP Aero Plastics:
800-957-2376 or
<http://www.lpaero.com/>

Great Lakes Aero:
888-826-2043 or
<http://www.glapinc.com/>

—BR



Classified Advertising

Classified Advertising Rates: Members 75¢/word; \$5/month for Web placement. Non-members \$1.25/word; \$15/month for Web placement. 25 word minimum.

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Terms: Prepaid with order, no agency discounts.

Closing Date: Must be received by 5th of month before placement.

To Place: Ads need to be submitted in writing. Mail to P.O. Box 12888, Wichita, KS 67277; Fax to 316-945-1710; or use the ABS Advertising Links at www.bonanza.org.

Questions: If you have questions call 316-945-1700.

AIRCRAFT FOR SALE, RENT, PARTNERSHIP



1968 E33 For Sale – 1968 E33, Make Offer, Bulverde, Texas. N8387N. 3694 Engine hrs, Continental IO470K, 480 SMOH, McCauley 2-blade, 537 SOH (9/1/88), No damage, All logs, last flight August '97. King KX175B with Glide Slope, King KT76A Transponder, King KN62 DME, King KMA20, ADF, Stormscope, Autopilot, Cleveland brakes, add'l nose gear landing light, Windshield Modification, new tires, new brakes, landing gears rebuilt, elevators primed, and painted, corrosion treatment, fair paint, great interior. numael_a@hotmail.com, 919-923-6815. (422)



1968 V-35A BONANZA

Bonanza, 2570 TT, IO 550, 875 SMOH, Nov. 2013 Annual, Always Hangered, Collins Microline IFR, Strikefinder, Intercom, 3 Blade, Cleveland, Brittan Leveller – \$65,000. E-mail vcian@netscape.com or 330-207-9535. (421)



DON'T MAKE AN EXPENSIVE MISTAKE! Call me for a Free Consultation on your purchase of a Bonanza or Baron before you Pre-Buy. Visit my website at www.beechcraftbuyers.com. Or call 850-240-7243. (7)

Thinking of selling your Bonanza? Call me. I have buyers looking for good clean Bonanzas. BeechcraftBuyers.com, 850-240-7243. (45)

SALE/TRADE 1987 F33A – 1987 F33A for sale or trade for late model ('95-'05) 58Baron. 1875TT, 175 SFNEW IO550 and Scimitar Prop. KFC150, PS8000B Garmin330, 430W, 530W, GDL69A, Aspen PRO1000 PFD, WX500, Avidyne610 Traffic, JPI800, GAMIs Cold AC, Standby Alternator and vacuum. Located ATL. \$210K or Trade 58Baron. gordy@flagship-group.com or call Gordy 404-822-8488. (420)

Aircraft for sale -1977 BE55 4847TT 462L&R fact reman. 66prop 55XAP slaved HSI GNS530 GNS496 Garmin 340, 327 King 155 stormscope JPIw/FF dual yoke, de-ice. Always hangared. More at <http://seaway2.com/BARONB55>. Pierre 228 323 5817, pe.pica@hotmail.com. (419)

1981 A36TC Bonanza, 4098TT, 670SNEW, Hot Prop, 9+Gray Leather Int (2003), 9+Paint, Blue w/ Gold Stripe on White (Cimarron 2003), Tip Tanks, Oxygen GNS530W/Traffic/GNS430W/GMA340/GTX330, Century IV AP w/GPSS Roll Steering, JPI EDM701, GI106 Backup Nav/Glide Slope NDH, Always Hangared, Current Annual/IFR. \$184,000, Benny Benson (541) 390-7232, Sisters, OR (6K5); Bbenson@EnergyneeringSolutions.com (418)

1957 H35 Bonanza – TTAf 5470, SMOH 165 Western Skyways, excellent maint by Pearce Aircraft, all logs, no known damage, clean & dry country. STEC 50, new paint, gray leather. \$54,900. www.MountainAero.com, 720-936-7840. (416)

1978 A36 N626CR – Price: \$120,000. SN: E-1367. Total Time: 5167. Engine: IO-520-BA. Engine Hours: 1685 (Factory New). Prop: McCauley 2A36C23 (2-blade). Prop Hours: 1170. Usable Fuel: 72 Gallons. Next Annual: 9/2014, IFR due 9/2014. Very clean, no damage history, complete logs, factory air, GTN 750, KFC200, Flight Director, HSI. Shoot full RNAV (GPS) approaches down to LNAV/VNAV DA, on autopilot! WX10 Stormscope, Garmin SL30, Collins VIR351, standby vacuum, dual yoke. Plane maintained by Rob Ripley. Very well-maintained, IFR airplane. Recent list includes since 2012: Magnetos, tank bladders, landing gear motor, elevator spar ** engine is only 15 hours from TBO and prop needs overhaul *** <http://www.tmichaud.com/N626CR>, tommichaud@yahoo.com. (410)



1984 Bonanza Beechcraft F33A Impeccable – MUST SEE. 984 F33A, 3072-TTSN, 1407-SMOH, IO 550 Turbo Normalized, Garmin 480 w/WAAS, Aspen AT300 VSI with terrain aircraft, highly modified, very fast, many extras. Always hangared. Absolutely impeccable aircraft! All current NDH and no Ad's. 9/in & out. Lowered price! (206) 999-7679 (395)



Pitts Model 12, S/N 12 – 2004 Pitts, 300-TTSN, 100-SMOH on 440hp Barrett fuel inj, elect ignition, 100-TT prop, Won Lindy award at Oshkosh, grand Champion at Arlington, qualified for Reno sports class, all logs since new, 10 in/out, always hangared. Nice! Priced to sell!! (206) 999-7679. (396)

1955 F35, 5856-TTAF, 1200- SMOH, 2King KX155 w/GS, SL10 Marker Beacon & intercom, GX55 Gps, King ADF, Numatic AP, D'Shannon Windows & Speed Slope, Paint -8 interior-7 Ny. (585) 768-2591, theadley@rochester.rr.com. \$45,000 OBO (413)

1980 A36 N6690Y – 4793 TTSN, 910 SFRM (IO520BB), 275 SPOH. Gorgeous paint, tip tanks, GAMI's. KFC200, 430W, Weather radar, 100A alternator, standby alternator, standby pressure, GEM, Shadin, and more. \$179,000, located in KS. Jackson & Assoc. 316-942-3288, jacksonandassoc@cs.com. (404)

56TC Baron – TT 4139 LE 998 RE 998 Props done at 886 2006. Well-maintained \$98,000 rebuilt, Fresh Annual. TSIO 541/Duke spare engine \$45,000. 303-336-3308 or 303-435-445. (411)

1955 Bonanza For Sale – 3606 TTAF, 266 SMOH, 57 SPOH, ANN/IFR 2/13, P9&I7, SPD SLP W/S, windows new 4/10, Wing Aux tanks, all logs since new. \$45,000. 951-312-9117 or 951-683-5945. (408)

Well Equipped 1984 B36TC Bonanza for Sale – 4320 TT, 1140 SMOH, new cylinders, 260 on McCauley prop with deice, Garmin 530 and 430 with WAAS, 330 Transponder with traffic, PMA Audio Panel, KFC 200 Auto Pilot with Flight Director, WX-10A Storm Scope. Modifications include GAMI injectors, D'Shannon Baffle, Precise Flight Speed Brakes, RAPCO stand by instrument system, JPI 730 Engine Monitor. Recently replaced front windscreen, rebuilt exhaust, rebuilt mages, refurbished interior with new headliner carpet and reconditioned leather seats. Factory O2. Located in Tucson AZ. \$195,000. (520) 906-1318 or email rkelliher@aol.com (417)

A36 shared ownership club (PDK) – Atlanta (KPDK) A36 shared ownership club with two beautiful well equipped IFR certified A36 Bonanzas, 10 members. 27 years in operation. Share available \$47,000. John 770-595-0684 or jpost@4tsi.com, www.bonanza5.com. (406)

Bonanza Flying Club – Miami (KTMB) based club with two Bonanzas, 25 members. 49 years in operation. Shares available \$5,000. Larry 305-586-8618 or lpoucha@gmail.com. (398)

For Sale/possible trade – 1966 V35 IO-550 D'Shannon baffles, iridium plugs, 7425TTAF, 426SFRM, Dual Garmin 430's, Century 2000 autopilot and HSI, Ryan 9900BX TCAD Interfaced to 430, WX-500 Stormscope Interfaced to 430, Speed slope windshield, Cleveland W&B, large baggage door, electric standby vacuum, JPI with data port, G&D acrylic window liners, BAS shoulder harness. Great plane – wants to fly more. \$89,000. 209-620-6312, 209-632-8797. (400)

V35B Turbo TKS 1975 – 3242TT, 1506SMOH, prop 394sNEW. Osborne tip tanks, TKS de-ice, standby air, STEC55, KX165, KX155, HSI, PMA7000MS, EDM700, Gamijectors. \$125,000. Call 509-972-2170 or visit www.N1156T.com. Contact e-mail: jan7743@gmail.com. (397)

1981 A36TC EA-245. 3053 TT 1219 SMOH Garmin 530 WAS JPI Hot Prop, 2 Owners Clean. New ELT, Lost Medical Robert (360) 713-8077, bobmeurer@hotmail.com. (386)

1961 Debonair – IO-470-KcN 260-hp engine, TSMOG-104, TT 5220, new Prop 116. Hangared (PRC) Prescott, AZ. \$65,000. 928-445-6689, seaverdeb@gmail.com. (401)

1977 BE55 – Price Change, please call. 2940TT, 110 SMOH both, 110 SPOH both (3 blade), GNS430, EX500, color radar, C IV A/P, slaved NSD360, GTX327, VGs, dual yoke, GAMIs. co-pilot inst, hangared. Contact Ed: 205-807-5800 and n6810y@yahoo.com. (348)

4525 1971 BONANZA V-35B

FOR SALE – TT, 1755 SMOH, spotless oil analysis & boroscopes, 3 blade Hartzell prop



1197 since new 12/01, Garmin 530 WASS, Garmin GTX 330 Xponder, Garmin SL 15M audio panel, Narco MK 12D nav/com2, King KS 55A HSI, standby electric AI, Narco DME 890, S-Tec 50 autopilot alt. hold & GPSS, Insight G3 engine analyzer, B.F. Goodrich WX Stormscope, GamiJectors, Davtron 803 clock/timer/OAT/voltmeter, Gizmo quick alert system, new paint 9/00, Air Mods leather interior 4/2001, large baggage door, Tanis oil/cylinder preheat, quick drain oil valve, all new tires 10/11, solar grey thick glass w/storm windows, Rosin visors, LoPresti Boom Beam landing light and hub caps, dual yoke available, always hangared, maintenance by Dick Pedersen, ABS Tech Advisor, all AD's in compliance, based at KLUM. Asking \$125,000. Contact Brian, bjwier@gmail.com or 715-235-9482. (412)

BEECH WANTED!!! All models, run-outs OK, needing P&I/ Radio upgrades OK, fast discriminate transaction on your ramp 20 years experience/references. Jim 760-803-3093, avloc@yahoo.com. (316)

Bonanza for Sale. 1992 F33A – *ABS Magazine* “cover girl” August 2007. Turbo-Normalized, TKS, IO-550. Lost medical. Located at KPWT (WA). Send email request for PowerPoint flyer with photos and details. jimposner@comcast.net. (233)



Bonanza/Baron initial + recurrent programs. Train in FAA approved model specific simulators based on BE36 and BE58 aircraft. Located in Seattle's Ballard community, our programs fulfill insurance requirements and are taught by instructors with thousands of hours of experience. Luxury hotel accommodations available at discounted rates. www.modern-pilot.com; 888-751-1011 (375)

INSTRUCTION

1st flight across the North Atlantic where the longest distance is 477nm?? Need help with mandatory insurance? Questions? Call Ed at 508-883-3335 or email: Captainedc@aol.com. (402)

Bonanza, Baron, and P-Baron Instruction – Gold Seal and Master CFI. Insurance approved P-Baron initial and recurrent training, Garmin and G-1000 instruction, insurance check-outs, instrument and ME ratings, assistance with purchases. Gerry Parker, 713-826-6663 (TX), gparker@pmkc.com. (5)

Complete the ground portion of your Flight Review – in your own home, on your schedule. Logbook endorsement guaranteed for only \$29.95! Visit www.WINGsRealityEDU.com. (394)

Beechcraft Instructor, Southern California, All models of Bonanza and Baron. Your SoCal, experienced Beechcraft training specialist. Redbird full motion trainer. Dan Ramirez 949-441-7118 or 909-262-7737 or Danv35@aol.com. (121)

Baron Instruction – Tennessee based (will travel) Stephen Hammers, CFI, CFII, MEI, ATP – 20+ yrs. Exp. Baron E55 Owner, Initial and Recurrent Training, Instrument Competency Check and Insurance Checkout. See www.AVSaircraft.com for more information. 615-479-7195. (54)

Southwest Beechcraft Instructor: All models. Available in Las Vegas, Phoenix, Flagstaff, and all surrounding airports – will travel. Initial and recurrent training, flight reviews, IPCs, insurance checkouts, additional ratings, and assistance with sales/purchases. BE-58/F33A owner. CFI/CFII/MEI with ATP, call Troy Dixon (602) 628-2314, TroyJasonDixon@yahoo.com. (64)

EQUIPMENT, PARTS, SERVICE

Bonanza Parts – Specializing in 35 and 36 Bonanzas. We dismantle many Bonanzas for parts! A thru P, M thru V35A-B, A36, B36, Debonair, A-F33. Email bonanzaparts@gmail.com or call requests to 530-661-1696. Visit our web page, www.bonanzaparts.biz. (65)

Aluminum Elevators 33 to 58 Re-Skin your Elevators, Models (all in series) 33, 34, 36, 58, 95 with "Aluminum." Replace one Elevator at a time or both, "Easy Exchange Program." No more corrosion and cracking problems. Available at SRS and all trusted Beechcraft Flight Control Overhaul Facilities, "Ask for Aluminum." We also re-skin all other Beech Controls 33 to King Air 350 (flaps, ailerons, magnesium ruddervators). All of our controls are built in certified fixtures to factory tolerances, our paint match and quality is spot on. Other STC/PMA products: Instrument Main Panels "OEM Style" or modified "Flat Panel Style" and Radio Racks (for 33-36 only). "Floating Panels" for 33-36-55-58. Aluminum PMA "Push Pull Handles" for early 35s. STC/PMA "Ice Shields" for all Beech Twins. PMA Engine Baffle for all 35 series. See our products online at www.srsaviation.com. • Tel: 877-364-8003 or 952-447-7737 • E-mail airplanesrs@msn.com • FAA/CRS U5LRO68X. (405)

FLIGHT CONTROLS. We re-skin Elevator Flaps and Ailerons for 33 to King Air 300. All flight Control are built in a Fixture by FAA Cert Technicians. Call Davis Martin Structures DBA Control Center LLC 405-401-7757. (255)

ENGINES. IO-550-B 1200 SNEW, "special" edition, '0' SMOH, complete with accessories, outright or exchange; will take trades. One Stop Aviation (760) 721-1389 or email engines1@cox.net. (378)

Dual Yoke for Rent. Authentic Beechcraft. Located in Washington State. Will rent nationwide. Jim 206-422-2091. (336)

Equipment, Parts – For Sale-Bonanza 5th Seat Original as delivered in a new G33 bonanza. Seat is fabric with a red hexagonal pattern. Includes 2 retractable legs and a red Beechcraft seat belt and attachment hardware, \$100. call Perry Mccollom 502-551-4804. (409)

E225 engine for sale – No accessories. No log books. Core only with cylinders. \$1,750. E185 for sale. All accessories. No log books. \$2,200. Alex 703-906-6525. (315)

A-33/36 Elevators, \$2275. Ruddervators, \$3550. Visit our website regarding recent parts price increase for Beech skins. AeroSurfacesLLC.com. Aero Surfaces, FAA Repair Station OG3R735L, 530-893-5416. (101)

Spar Mod. Kit Installation Bonanza/Baron. Calkins Aero Service, Inc. – Houston, TX. 281-579-6674, caero@sbcglobal.net. (79)

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. (74)

Engine Upgrade? STC'd IO-550-B Engine Conversions for S35, V35, V35A, V35B, C33A, E33A, E33C, F33A, F33C, G33, 36, and A36 Bonanzas. IO-470C or IO470-N Engine Conversions for A35 thru G35 Bonanzas & 33 thru F33. Other Mods, shoulder harness assemblies, instrument panel conversions, SS battery boxes, seat conversions. All Bonanza Mods. Hammock Aviation Services, Inc. 972-875-4279. Ennis, TX. www.hammockaviation.com. (69)

Exhaust System Repairs. Mufflers – Flame cones installed, end plate ass'y, etc. Exhaust Manifolds – Ball end, flanges, patch work. Tailpipes – ends repaired. Call Custom Aircraft Parts at 800-561-1901 or 619-561-5757. Ship to 14374 Olde Hwy. 80, El Cajon, CA 92021. Visit our website at: www.customaircraft.com. (71)

Bonanza Inspections, maintenance, and repair. Quality service with reasonable prices. Owner assists available. Dynamic Propeller Balancing. Bonanza owner with 25+ years experience. Brian Stout, A&P, IA. Flying S Aviation. RHV, San Jose, CA, 408-258-9462. (81)

RIGGING TOOL RENTAL. Increase safety, performance and control with ABS rigging tools \$100 plus two-way shipping for 12-day rental. Available tools are an Aileron travel board and one each Ruddervator (D-1 through D-2680) and Ruddervator (D-2681 and after) travel boards. RESERVE AHEAD for your inspection/repair. ABS HQ 316-945-1700. (80)

Fuel Gauge Printed Circuit Modules Rebuilt F33, V35, A36 Bonanza and Barons. Guaranteed. Replaced if defective. \$525.00 ea. Exchange. Send old unit or call: Birks Aviation Products, 3520 W Saymore Lane, Peoria, IL 61615. 309-686-0614, email: jbirks2@att.net. (70)

Elevators, 33 thru Baron. FAA-approved repair station #209-53. Biggs Aircraft, 405-258-2965, Fax 405-258-3016. (67)

Cylinders. Hard to find E-Series Cylinders, plus IO-470 & IO-520 Overhauled Stud Assy One Stop Aviation (760) 721-1389 or email engines1@cox.net. (377)

Dual & Single Control Yokes large handles, trim knobs, all misc. parts for control yokes, exchange your faded & cracked handles for our like new refinished ones. Exchange singles for dual & vice versa. Call for quote, we buy any duals, singles or any parts. Air Mech, Inc., 580-431-2333 email: airmech@sctelcom.net. For 20 years: Being your best source for affordable yokes is our specialty. (66)

Wanted: Dual control yokes, single control yoke, handle, or any parts to them laying in your hangar. Have some avionics, may trade. Call 580-431-2333, email: airmech@sctelcom.net. (no)

Cover-Ups by Denise. Expanded vinyl gear & flap actuator covers for Bonanzas and Barons. Uplock cover – \$38. Retract rod cover – \$40. Steering rod cover – \$20. Wing Flap actuator cover set – \$47. NEW! Chamois main gear cover set – \$69. Charge for shipping and handling. Call or fax Denise at 321-725-9226. (72)

Flight Controls for all Beechcraft thru King Air 300 rebuilt by FAA approved repair station #YYSR526L w/25 years experience, painting & balancing done in house. Stebbins Aviation, Inc. 442 Downes Terr., Louisville, KY 40214. 800-852-8155, 502-368-1414. (76)

Seat Specialists – Seat recline cylinders repaired, seat repair, seat replacement parts. Call Chuck at AvFab (660)885-8317 or chuck@avfab.com. (63)

Dual Yoke Rental. Baron/Bonanza. \$300 plus shipping for first 2 months, \$125/mo thereafter. Steve Weaver 843-475-6868 (WV). (59)

BARON A/C STC KITS FOR SALE! Cool Air™ approved for 55 thru 58TC series Barons. Total electric, remote mounted. Capable of ground cooling, light weight R134 certified. Call Gary Gadberry at Aircenter, Inc. 423-893-5444 (TN) or email aircntr@aol.com, www.aircenterinc.com. (57)

Tables, new and used available. Contact Chuck 660-885-8317 or chuck@avfab.com. (61)

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Threshold Ranch Residential Airpark. Brief description: Premium Texas residential airpark in NW San Antonio/Boerne area. Large 3/4 to 1 acre lots starting in the 80's. Gated, City water, underground electric/gas, curbed streets, paved backyard taxiways. IFR full service airport (5C1). Thresholdranch.com. Kevin Best 210-260-5111. Contact e-mail: kafleming@mac.com. (240)

SPRUCE CREEK FLY-IN REALTY – RESIDENTIAL AIRPARK, www.fly-in.com. Daytona Beach, Florida. ABS Sponsor, members. Home of over 60 Bonanzas and Barons. Gated Country Club Community with its own Airport, 4000' paved runway x 180' wide, 5/23. Private GPS approach. (7FL6). Taxiway Homes from \$540,000, condos from \$130,000. Golf/Nature Homes from \$180,000. Lenny Ohlsson, Broker, SPRUCE CREEK FLY-IN REALTY, 800-932-4437, e-mail: sales@fly-in.com. (16)

MISC

BE 36 standard canopy cover \$300 & Red Line tow Bar/s-3 – \$150. Both in excellent condition. Contact Paul Schoenle 574-360-9991. (414)



New Life Membership

ABS extends a warm welcome to these members who have recently become ABS Life Members.

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Corinth, Texas

Peter T. Grass
Lexington, Kentucky

He flies a 1989 F33A.

Robert S. Fortenbaugh
Lawton, Oklahoma

He flies a 1982 58P.

Douglas P. Basham
Monterey, California

He flies a 1979 V35B.

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1963 South Creek Blvd. Port Orange, FL 32128 Phone: 231-342-8040 <i>robert.goff6@gmail.com</i>		Adrian Eichhorn (Area 2)	2016
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Cameron G. Brown (Area 4)	*2016	20911 Earl St. #440 Torrance, CA 90503 Phone: 310-542-0455 <i>johnannable6@msn.com</i>	
150 Riverside Rd., Rockford, IL 61114 Phone: 815-490-6750 <i>camsybil@gmail.com</i>		Stuart Spindel (At Large)	2014
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- Area 7:** Alaska, Oregon, Washington, northern California counties north of the northern boundary of Kern, San Luis Obispo, and San Bernardino Counties.
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*Deceased



Additional details are available
at www.bonanza.org, under News & Events.
More extensive coverage of “regional” fly-ins can
be found on their websites (see web addresses below).

ABS Events

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

MARCH 20-23

ABS/ASF Service Clinic at Beaver Air Services – Spring, TX (KDWH)

APRIL 1-6

ABS at Sun n Fun – Lakeland, FL (KLAL)

APRIL 10-13

ABS/ASF Service Clinic at Air Associates of MO – St. Louis, MO (KSUS)

APRIL 10-13

ABS/ASF Service Clinic at Waypoint Aviation Services – Riverside, CA (KRAL)

JUNE 4-8

ABS Fly-In/Beechcraft Homecoming – Wichita, KS (KBEC)

JULY 10-13

ABS/ASF Service Clinic at Edmonds Aircraft Services – Newport, NH (2B3)

JULY 28 – AUGUST 3

ABS at EAA AirVenture – Oshkosh, WI (KOSH)

AUGUST 21-24

ABS/ASF Service Clinic at Harris Aviation – Greeley, CO (KGXY)

SEPTEMBER 18-21

ABS Fly-In/Wine Country with the Pacific Bonanza Society – Sonoma County, CA (KSTS)

SEPTEMBER 26-28

ABS Maintenance Academy at Poplar Grove Airmotive – Poplar Grove, IL (C77)

OCTOBER 2-5

ABS/ASF Service Clinic at Aero Kinetics – Denton, TX (KDTO)

OCTOBER 30 – NOVEMBER 2

ABS/ASF Service Clinic at George Baker Aviation – New Smyrna Beach, FL (KEVB)

NOVEMBER 6-9

ABS/ASF Service Clinic at Cruiseair Aviation – Ramona, CA (KRNM)

NOVEMBER 14-15

BPPP LIVE with the Southwest Bonanza Society – Houston, TX (location TBA)

Regional & International Societies

Visit these websites for more information.

AUSTRALIAN BONANZA SOCIETY • www.abs.org.au
BRAZILIAN BONANZA SOCIETY • www.bonanzaclube.com
EUROPEAN BONANZA SOCIETY • www.beech-bonanza.org
MIDWEST BONANZA SOCIETY • www.midwestbonanza.org
NORTH EAST BONANZA GROUP • www.northeastbonanzagroup.com
NORTHWEST BONANZA SOCIETY • www.nwbonanza.org
ROCKY MOUNTAIN BONANZA SOCIETY • www.rmbonanza.org
PACIFIC BONANZA SOCIETY • www.pacificbonanza.org
SOUTHEASTERN BONANZA SOCIETY • www.sebs.org
SOUTHWEST BONANZA SOCIETY • www.southwestbonanza.com



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

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Wichita, KS 67277

Tel: 316-945-1700 • Fax 316-945-1710

e-mail: absmail@bonanza.org

Office Hours:

Monday thru Friday; 8:30 am – 5:00 pm
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ABS Executive Director

J. Whitney Hickman, whit@bonanza.org

ABS-ASF Executive Director

Thomas P. Turner, asf@bonanza.org

Technical Questions

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