



AMERICAN
BONANZA

SOCIETY



**Maintain Your Beechcraft
Better with Graduates of the
ABS Maintenance Academy
See Page 34**

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A M E R I C A N B O N A N Z A S O C I E T Y

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President's Comments

Southern Hospitality

By Keith Kohout

I'm writing this from the Third Annual ABS Fly-In at Savannah, Georgia. Over 200 members have arrived so far. It's the first day of BPPP LIVE classes, and tonight there is the opportunity to renew friendships and make new friends at the evening welcome reception in the tallest building in the city – which offers a 360-degree view – the Hilton Desoto Hotel. Airport host Sheltair Aviation at Savannah International counted 75 ABS members' Beechcraft flown in for the event so far.

The ABS Fly-In is a great example of what the Society is all about. True to our mission, it includes sharing technical and airplane ownership

information, exchanging techniques and ideas about safe flying, and social interaction among members. We came together this year in a



beautiful city that exudes Southern charm and hospitality: Savannah makes us welcome at the same time we welcome each other.

ABS members get together far more often than our hosted events like the Fly-In, BPPP LIVE, the ABS Convention at AOPA Summit, and EAA AirVenture at Oshkosh. This month's magazine contains a list of graduates of the most recent ABS Maintenance Academy and the first graduates of the ABS Flight Instructor Academy. It contains great member reviews of BPPP Online+Flight and one of the old Society standards, the ABS Service Clinic program. There are lists of new ABS Life Members and recent recipients of ABS AVIATOR in recognition of their extra efforts at training and proficiency. There are directions for finding a Beechcraft-knowledgeable flight instructor from the now-growing list of BPPP instructors. There is even a letter about how we'll soon have BPPP instructors and ABS-trained mechanics outside the United States and around the world.

We aren't always in the same physical place to share ideas, techniques, and camaraderie to fulfill the mission of ABS. As a member of the American Bonanza Society, wherever you are, you're always part of the community of Beechcraft enthusiasts. You enjoy the many benefits of membership that enhance your Beechcraft ownership experience. ABS is Southern hospitality all the time, all around the world.



Keith Kohout

is using his background in marketing, product development and finance to lead improvements in ABS member services. Keith has been a member of ABS since 2004.

ABS Operations

By J. Whitney Hickman

As an international membership organization of over 9,000 members, it's crucial to our mission to let each and every one of our members know how much you are valued and appreciated. Equally important is the notion that being a part of ABS means you're a part of a community. Because our organization is so large, meeting every member face to face is unlikely – but that doesn't lessen the concept of how important it is to get to know your neighbor. In an effort to enhance our community and highlight our valuable members, I'm launching the monthly Member Spotlight. It's an exciting, new way to learn about the many awesome and awe inspiring things our members are involved in, and to find out a little bit more about what keeps us all connected – our love for Beechcraft.

I truly hope you enjoy learning more about our members. I know it's my favorite part of the job, and it's long overdue to share these important stories with you. If you would like to be featured in an upcoming Member Spotlight or would like to nominate a fellow member to share their story, please feel free to contact me at Whit@bonanza.org.



J. Whitney Hickman
Executive Director
whit@bonanza.org



ABS Member Spotlight

Name: John Ross Sellmer, ABS Life Member

Member since: 1989

Age: 71

Occupation: Air Force 6 years, retired Delta Airlines captain

Hometown: Peachtree City, Georgia

Aircraft: 1967 C55 Baron, N1999J

Family: Married to Linda Sellmer for 50 years; two children, Curt of Austin, Texas, and Kim of Peachtree City, Georgia; one granddaughter

ABS: *What sparked your passion to become a pilot?*

John: It started at a very early age. My dad took me on a trip on a DC-3. I was amazed and awed of such a machine. I've had a passion for flying for as long as I can remember. The DC-3 trip was on United from Los Angeles to Fresno in the early '50s. I also remember the F-86s breaking the sound barrier in dives over the LA basin and shattering department store windows. That didn't last long. I watched every airplane movie that came out and, like many other kids of the era, I built numerous model airplanes (they were all over my room).

ABS: *How long have you been flying and what are your awards/accomplishments?*

John: I've been flying for over 50 years and earned the FAA Wright Brothers Master Pilot award in 2012 (awarded in 2013).

ABS: *Best piece of advice for new pilots?*

John: Stay calm, be thorough, and learn it the right way from the beginning. Be disciplined in your approach to flying, practice, and continue.

ABS: *What is the best safety tip someone has given you?*

John: An old Air Force instructor once told me; "Son, there are three things that



are useless to a pilot: the runway behind you, the altitude above you, and the airspeed you let get away. If you can manage these properly you will stay out of trouble.”

ABS: *What does the Beechcraft brand mean to you?*

John: It is the top of the line. I was introduced to Beechcraft while I was in college working for Southern Airways Beechcraft, and I knew then it was the way to go.

ABS: *What do you value most as a member of ABS?*

John: All the friendships that I have made through ABS, and the information available to maintain your aircraft and proficiency. I have made so many good friends through ABS.

ABS: *What is your favorite memory from an ABS event or training?*

John: I would have to say traveling to and from all the ABS Conventions with Bob and Hazel Ripley over the years. We have really had some good times and been to some great cities.

ABS: *The best place your Baron has taken you?*

John: It's tough to choose only one! The ABS Reno Convention stands out to me. We were gone for two weeks and it was a lot of fun. Also we made stops in Nebraska; South Dakota; West Yellowstone, Sedona, Arizona; Santa Fe, New Mexico; and Austin, Texas.

ABS: *What is your favorite airport to visit and why?*

John: I think Sedona, Arizona, is my favorite airport. It sits on top of a mesa and is surrounded by Red Rock Canyon. It's almost like landing on an aircraft carrier, and the vista is awe inspiring.



ABS Air Safety Foundation

By Thomas P. Turner

We Could All Use More Practice

Admit it, we all need to spend more time practicing maneuvers and procedures in our airplanes, especially emergency procedures we never see in our normal flying... but may be called to perform at any time with no advance notice. ABS Air Safety Foundation has made an industry-leading step in making it easier and less costly for you to get the training you need, with introduction of the ABS Flight Instructor Academy. The Academy program teaches certificated instructors "how to teach Beech," using the techniques and procedures developed by the superb flight instructors contracted by ABS in over 30 years of BPPP.

Look at the first list of Academy graduates (page 25), and the up-to-date list under PILOT TRAINING/BPPP and then FIND AN INSTRUCTOR at www.bonanza.org. You'll see the quality and experience of the instructors we welcome into the ABS flight instruction universe... ever expanding to make convenient, affordable flight instruction by qualified and knowledgeable CFIs available to you near your home.



A Worldwide Invitation

Are you an instructor pilot outside the continental United States? The *American Bonanza Society* is actually a *worldwide* organization, with a mission to improve safety and increase the performance of Beech pilots around the world. Our worldwide members need worldwide instructors!

Enroll in the ABS Flight Instructor Academy to learn more about teaching in Beech airplanes, and so members near you will find you on the ABS referral list. If you are not an instructor but know a good teacher of flight, invite him or her to complete the Academy... or enroll your instructor as a gift, and an investment in the future of Beechcraft training in your area. Contact ABS

if you need anything from us to satisfy authorities in your country, if instructors require special data to teach in ABS-type airplanes under your regulations.

The ABS 10-Hour Challenge: An Update

Last December I challenged each ABS member to make a significant effort to become a safer and more capable Beechcraft pilot in 2013, by issuing the ABS 10-Hour Challenge. Several ABS members have written to tell me they've taken up the challenge and have developed a personal training plan to devote time and effort to renewing and expanding their piloting skills.

Like any other Beechcraft pilot I need more training, too, and have put together my own training plan. I started last February by taking a couple of hours of instruction in a Frasca simulator owned by BPPP instructor Bob Crystal in Van Nuys, California. Bob is a career corporate jet pilot and experienced flight and simulator instructor. He taught in BPPP many years ago and returned as part of the BPPP Online+Flight program earlier this year. Bob is also one of the speakers at the BPPP LIVE event in Camarillo, California, June 8th.

Generally a first-time simulator (more correctly, Flight Training Device, or FTD) user needs a half-hour or more of basic maneuvers and instrument procedures before they have the light touch and trim-sensitivity needed to get training benefit from the machine. Once they have a feel for the device, the instructor can provide any number of system failures. A good instructor will preserve realism, and not heap multiple failures on any but the most proficient pilot. A *very* good simulator instructor will take students through realistic scenarios,



Bob Crystal in his Frasca Flight Training Device (FTD)

allowing them to gain experience in risk evaluation and decision-making *before* they need the benefit of that experience in actual flight.

I've flown and instructed in a number of FTDs, so it only took a few moments for me to get used to the typically touchy nature of computer-based simulators. We began by evaluating the older Frasca FTD for its ability to realistically present BPPP syllabus items like stalls, steep turns, engine-out glides, and the spiral demonstration. I was frankly surprised at how well the device emulates Bonanza behavior in these maneuvers. Overall it was very realistic in terms of power settings, pitch attitudes, and even control force. Although the Frasca needed a little help getting the bank that occurs in the spiral demonstration, it was spot on with the rate of nose-down pitch and rate of descent in the maneuver. More importantly, it realistically emulated

the pitch up and forward control pressure requirement in the recovery from a spiral. Where in the airplane safety dictates we conduct the spiral demonstration at a low enough speed we can recover before reaching the weight-adjusted V_A speed, in "the sim" we can show what a spiral entry and recovery would be like from cruise speed – very dramatic. Your body even tricks you into feeling some of the G-force in the pullout!

After exploring the visual maneuvers (mostly in simulated IMC, without the distraction of a "hood"), we flew a number of instrument approaches. Turning on vectors for my third approach, Bob quietly "failed" the attitude indicator, requiring me to detect the failure, confirm my diagnosis by crosschecking other instruments, and make the transition to partial panel flight. In an airplane we can't practice the first two (critical) skills, identification and confirmation.

Yet it's in these early stages of instrument failure that most loss-on-control partial panel events occur. Practice in a FTD is the only way to experience this event short of an actual emergency in the clouds – when the consequences of inexperience are dire.

ABS is working with Redbird Flight Simulations as a launch customer for type-specific scenarios in its new \$2500 Redbird Jay home FTD. A committee of experienced FTD instructors within the ranks of BPPP will begin work this summer on creating a BPPP-approved simulator syllabus that any FTD training facility may provide as an option to ABS members enrolled in BPPP Online+Flight. You'll read more about that in future issues of *ABS Magazine*. I know that my 2.4 hours in Bob Crystal's Frasca FTD was a valuable yet inexpensive use of my time toward completing the ABS 10-Hour Challenge.

The ABS 10-Hour Training Challenge

Log 10 hours of dual flight instruction in 2013. Unless you've recently earned a pilot certificate or rating, I bet it's been many years since you took that much instruction in a single year. Map out a year-long training plan that includes:

- ▶ One BPPP Online+Flight or BPPP LIVE event (approximately four hours of flight instruction) at some time during the year.
- ▶ Flight with at least one Beech-knowledgeable CFI you've never flown with before, to get a new slant on technique and fresh "quality control" eyes on your flying habits (see the BPPP instructor list on the ABS website).
- ▶ In addition to your BPPP flight, with a BPPP or ABS Flight Instructor Academy graduate instructor or in another Beech-specific program, log at least:
 - ✔ One hour of takeoff and landing practice, including precision (on-speed and on-target) focus, maximum performance (short- and soft-field) practice, and balked landings.
 - ✔ One hour of stalls, steep turns, and slow flight in varying aircraft configurations.
 - ✔ Three hours of flight by reference to instruments, including all items required to complete an Instrument Proficiency Check (IPC) and extended practice "partial panel," navigation with and without GPS, and a combination of hand-flying, autopilot coupled and flight director-guided flight as applicable to your airplane's equipment. Fly all practice approaches to airports you don't normally visit (for experience briefing, setting up and flying unfamiliar approaches). If you're VFR only, use this time toward earning your instrument rating.
 - ✔ At least one hour of simulated emergency procedures, to the extent they may be safely presented in the airplane (here's where flying with a BPPP instructor really pays).

Spread your training across the entire year, so you're always within a few months of a quality control check. Consider spending some of your training time in a simulator for better emergencies training and decision-making scenarios. Get a little outside your comfort zone to become an even better pilot.

How do you plan to become an even safer Beechcraft pilot in 2013? Let us know your training plans at asf@bonanza.org.



Thomas P. Turner
Executive Director
asf@bonanza.org

Member News

Kosloski Retires from Professional Service

Joe Kosloski started a professional flying career in 1966 with the Atlantic Aviation in Wilmington, Delaware, and Philadelphia (a big Beechcraft dealer at the time). In the early '70s he became chief pilot for several major companies. He will shortly be retiring from his professional flying career, when he completes the sale of a Canadair 601 currently under his management. During the course of 47 years as a professional pilot, he has accumulated approximately 21,000 flight hours in worldwide operations. "I wish it was all just beginning instead of ending, however, that's life! And yes, I definitely realize how fortunate I have been to have endured so long in one of life's greatest professions!" says Joe Kosloski.

“Thus far (having completed just the online ground portion of your program), the BPPP Online+Flight program is by far the best and most useful solution for recurrent training that I have discovered.”

—Samuel Long





Photos by: Waldrons Photography, Colorado Springs, CO

On the Cover:
Beechcraft of the Month

A Leap of Faith

1970 V35B

By Stephen D. Ducoff and
Tim N. Schwager



It was an hour interview. Two members of the seller’s family, and two of their lawyers, occupied the room. I thought we were buying an airplane, not interviewing to adopt one. I was wrong.

The children of the deceased owner of N9171Q, a 1970 V35B, were determined to give the plane a new home that would be better than the one their father had given her. They had too many fond memories of the Bonanza to let it go to someone for “training” or to someone that wanted her for parts. A leap of faith by the family and its new prospective owners, Tim and Steve, sealed the fate of N9171Q. Bonanza Associates was allowed to purchase the plane. The complete story of the purchase and formation of the partnership was published in *ABS Magazine* in January 2005.

They had too many fond memories of the Bonanza to let it go to someone for “training” or to someone that wanted her for parts.



In the years since the purchase in December of 1997, much has changed. What has remained constant for the 15 years of the partnership has been our commitment and that of our spouses to maintaining and improving the Bonanza.

The first improvement was a lifesaver, the S-TEC 30 autopilot. During one unplanned excursion into fog, Tim learned the value of the instrument. It saved his and his family’s lives, executing a perfect 180-degree course reversal. Thereafter we did a complete leather upholstery makeover from the original mustard and green interior. This also included new carpet and improved sound dampening. So for several months during this process, 71Q was indeed an “Ugly Bird.”

As you would imagine, there was always “the next thing” that required an improvement. For several years we flew 71Q all over the U.S., until our mechanic (Verlin’s Aviation, Peyton, Colorado) informed us that it was decision time for the engine. We decided to stay true to our commitment and purchased a factory remanufactured Continental IO520-BB. We did discuss upgrading to the IO-550 but decided to stay with the original equipment.

EQUIPMENT LIST

Aspen EFD 1000

Backup AI

S-TEC 30

KLN 90B GPS

King Nav/Com’s (2) KX165/KX155

King Audio Panel KMA24

King Transponder KT76A

King DME KN64

FuelScan 450

EGT 6 probe

Garmin 195

Garmin 496

Bose headsets

iPads with ForeFlight

Our IFR package became a reality with the purchase of a King 90B GPS, later linked to a new Aspen 1000 EFD for flawless cross-country flying. This system makes long flights very easy. Just enter the destination, set the altitude and couple the GPS. The NAV/COM package is a pair of King KX 165 and 155s, and we finished the package off with a KN 64 DME.

In the interior photo you might wonder about the three GPS's. There is our original Garmin 195 for passenger entertainment, the panel-mounted KLN 90B, and the Garmin 496 for weather and terrain avoidance (important for our Rocky Mountains). Unseen are the two iPads loaded with ForeFlight. A bit much, we think not. Redundancy is important. With all these enhancements Steve was able to obtain his CFII in this Bonanza in 2007.

Our latest improvement is a beautiful new coat of paint. Kear Aircraft



Refinishing, Peyton, Colorado, did the work. The scheme is just the way Beechcraft painted her originally at

the factory. We did change from a green to green metal flake.

There is truly something magical about flying and owning a Bonanza. All of us in that category know the feeling of our first flight alone with her. We are stewards of a legacy, sustaining something that is classic and timeless in its utility and beauty. Owning one becomes an obligation to preserve and protect this original work of art.

Since successfully completing the adoption process many years ago, we have considered what the original owner might think if he could see his plane as it is today. We would like to think that he would say, "Well done!"



“ I liked this year's BPPP Online slides even better than 2012. ”

—Nitin Desai

The logo for the BPPF Air Safety Foundation. It features a large, stylized red letter 'B' at the top. Below the 'B', the words 'AIR SAFETY' are written in a bold, sans-serif font, with 'AIR' on the top line and 'SAFETY' on the bottom line. Underneath 'SAFETY', the word 'FOUNDATION' is written in a smaller, all-caps font. At the very bottom, the text 'BPPP Online+Flight' is displayed in a smaller font, with 'BPPP' in red and 'Online+Flight' in white on a dark blue background.



Avionics By John Collins

Joining the Approach – *An update*

I have been attending ATPAC (Air Traffic Procedures Advisory Committee) meetings as a member of the public. This forum brings together AOPA, NBAA, HAA, airlines, airline pilot organizations, FAA, and ATC experts from other government organizations. They primarily discuss procedural issues within the ATC system. One area that has received ongoing attention deals with updating controller guidance for guiding aircraft joining an approach.

Previously, there were two basic ways to join an approach: 1) fly the full procedure starting from a charted route, feeder route, or Initial Approach Fix (IAF); or 2) get vectored to the final approach course. When GPS and its ability to navigate direct to a fix came along, two additional options were added: 3) fly direct to an Intermediate

Fix (IF) on a GPS or RNAV approach; and 4) when a Terminal Arrival Area (TAA) is charted, use the entire TAA as if it were a depicted portion of the RNAV approach.

With the maturation of GPS and RNAV technology, the FAA is again expanding the options that ATC may use with RNAV equipped aircraft to

join the approach. Coming to the approach control facility near you on June 3, controllers will be implementing new guidance getting you onto the approach. “Section 4-8-1, Approach Clearance of FAA Order 7110.65” (Controllers use this document as their official guidance) is undergoing some important modifications, some just to clarify directions and phraseology and others to add new capabilities. A fifth method of joining the approach will now be supported that permits a RNAV equipped aircraft to be cleared direct to a step down fix between an IF and the FAF. In addition, RNAV equipped aircraft will be permitted to fly direct to an IF or step down fix on conventional approaches.

Clarifying When to Fly the Procedure Turn

NASA reports have long pointed out pilot-controller confusion regarding when a Procedure Turn (PT) or a Hold In-Lieu of a Procedure Turn (HILPT) should be flown. Controllers will now be required to clear the aircraft straight in when they do not want a procedure turn to be flown. In light of this, this doesn't seem like a change, but in the previous guidance the topic was only covered in an example and often interpreted as a suggestion. Now it is explicit in the guidance and required to be used by the controller. This update is in agreement with current AIM instructions, so it shouldn't be seen as a change by the pilot community, other than that we can expect greater consistency from controllers. Pilots are required to fly a HILPT/PT *anytime* it is charted on the approach procedure and one of the following exceptions does *not* apply:

- 1 NoPT is charted for a segment or TAA sector;
- 2 Vectors to the final approach course;
- 3 ATC clears aircraft "straight-in";
- 4 Conducting a timed approach from a holding fix.

Although a HILPT/PT might not seem necessary, it still must be flown *if it is charted and one of the four exceptions does not apply*. Conversely, prior to flying a HILPT/PT the pilot must obtain an ATC clearance when one of the exceptions applies. If there is any confusion, the pilot is required by regulation 91.123(a), which states in part, "When a pilot is uncertain of an ATC clearance, that pilot shall immediately request clarification from ATC."

Phraseology remains, "cleared straight-in (type) approach" when ATC doesn't want you to fly the HILPT, but it is now a specific controller requirement rather than a mere suggestion. In addition, the controller will be required to restate "cleared

straight-in” in the approach clearance if the pilot was advised earlier to *expect* a straight-in approach.

A clarification has been added instructing ATC not to clear an aircraft direct to the FAF unless it is also an IAF, in which case the aircraft is expected to fly the HILPT/PT. The only exception permitted is a visual approach.

ILS or LOC

Most ILS approaches have been renamed to add “or LOC” when both procedures are printed on the same chart. With the new guidance:

To authorize a pilot to execute an approach ILS or an LDA approach when the glideslope is out of service, phraseology will be: “cleared (ILS/LDA) approach, glideslope unusable.” However when the title of the approach procedure contains “or LOC,” and the GS is out of service, phraseology will be simply: “cleared localizer approach.”

New RNAV Options

RNAV equipped aircraft have been permitted to be cleared direct to an IF using an unpublished route on RNAV and GPS approaches that have an IAF fix if certain conditions were met. The NBAA and various airlines requested this capability be extended to RNAV equipped aircraft joining conventional approach procedures. With this update, it is now permitted. The rules are the same for direct to an IF for a RNAV, GPS, or Conventional approach procedure, which are:

- 1 The course to the IF may not require a turn at the IF greater than 90 degrees.
- 2 An altitude must be assigned by ATC that permits a normal descent to the FAF.
- 3 ATC provides radar monitoring to the IF.
- 4 The approach chart must identify the fix with the letters “IF”.
- 5 When an IAF is published, ATC must advise the pilot to expect the clearance to the AF at least 5 NM from the fix.

RNAV equipped aircraft may also now be cleared to join the approach at a fix between the IF and the FAF on both conventional and RNAV approaches if adequate radar coverage is available, the stepdown fix is at least 3 NM from the FAF and the intercept angle doesn’t exceed 30 degrees. In essence, ATC has to follow the same rules they use when vectoring an aircraft to final, except that the pilot may be cleared direct to the step down fix.

Prior to RNAV, all ATC had to say was “Expect ILS Runway 18 approach.” The chart said it all. Tuning and identifying the frequency and setting the course were all the programming needed. With RNAV, the pilot must program the approach from the database, first selecting the airport, then selecting the procedure, and finally where to join the procedure, which can be a feeder fix, IAF, or vectors to final. If an IF or stepdown fix is where you get cleared to, they typically won’t

be one of the choices available in the approach selections and the pilot has to find the fix in the loaded procedure. Throw in the confusion when the pilot sets up for a vector to final and then is cleared to a fix, and it could lead to a bad outcome.

Summary

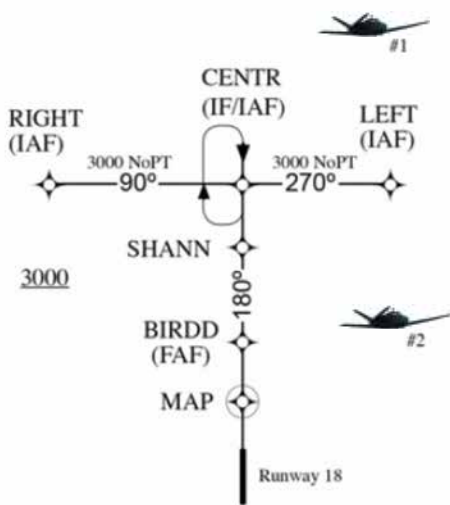
In my experience, controllers rarely advise the pilot to expect the clearance to the IF, and use phraseology such as “Vectors for final” or “Vectors for the approach” when they intend to join the aircraft at an IF. At least in this revision of the guidance, there is an example using phraseology: “Expect vectors to SHANN for RNAV Runway One-Eight Approach.” I would have preferred if the phraseology was: “Expect *direct* to SHANN for RNAV Runway One-Eight Approach,” as a clearance direct to a fix is not a vector! I would have preferred if the guidance was expanded to advise pilots to expect a clearance direct to any fix

on the approach and not just an IF or step down fix, preferably at the same time when the pilot is advised which approach to expect but certainly no later than the current 5 NM rule.

Controllers should also be careful in their use of phraseology that in any way indicates to the pilot they will be vectored to the final approach course when the controller plans on clearing the aircraft direct to a fix. Use of “expect vectors for the approach” or “vectors for final” may be misleading when “direct to a fix” follows. Instrument instructors have long preached to pilots to avoid using the vectors to final function and to load the full procedure instead, so that all available options remain when they get surprised by the clearance direct to a fix. Even so, many pilots have not gotten the word on this potential trap.

Be prepared for these changes, as they are here.

Approach Clearance Example for RNAV Aircraft

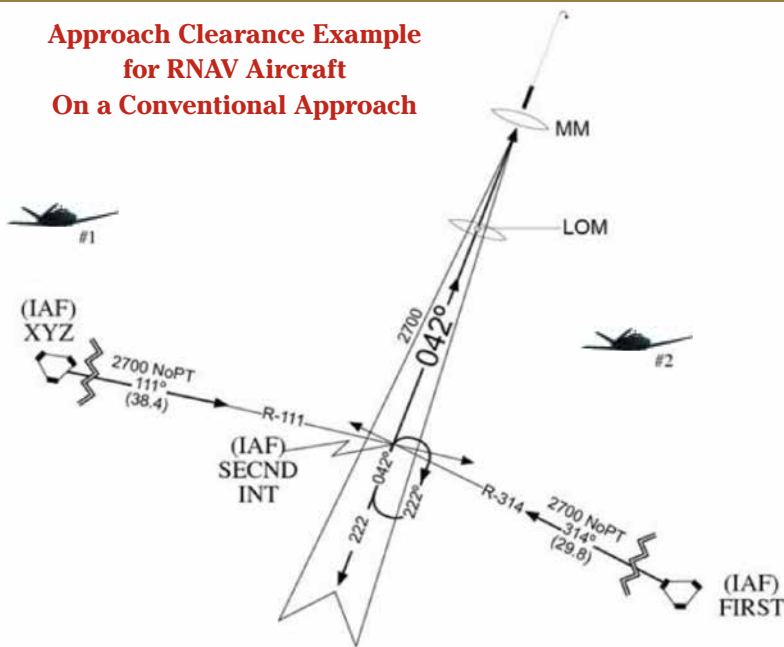


Aircraft 1 can be cleared direct to CENTR. The intercept angle at that IF/IAF is 90 degrees or less. A HILPT is depicted and a straight-in area is not defined, the aircraft must be instructed to conduct a straight-in approach if ATC does not want the pilot to execute a hold-in-lieu procedure turn. "Cleared direct CENTR, maintain at or above three thousand until CENTR, cleared straight-in RNAV Runway One Eight approach."

Aircraft 2 cannot be cleared direct to CENTR unless the aircraft is allowed to execute the HILPT. The intercept angle at that IF/IAF is greater than 90 degrees. "Cleared direct CENTR, maintain at or above three thousand until CENTR, cleared RNAV Runway One Eight approach." The pilot is expected to precede direct CENTR and execute the hold-in-lieu of procedure turn.

Aircraft 2 can be cleared direct LEFT. The intercept angle at that IAF is 90 degrees or less. "Cleared direct LEFT, maintain at or above 3,000 until LEFT, cleared RNAV One-Eight approach." The pilot does not have to be cleared for a straight-in approach since no HILPT is depicted at LEFT.

Approach Clearance Example for RNAV Aircraft On a Conventional Approach



Aircraft 1 is more than five miles from SHANN. SHANN is a step down fix between the IF (CENTR) and the FAF. To clear Aircraft 1 to SHANN, ATC must ensure the intercept angle for the intermediate segment at SHANN is not greater than 30 degrees and must be cleared to an altitude that will allow a normal descent to the FAF. "Expect vectors to SHANN for RNAV Runway One-Eight Approach."

Aircraft 1 can be cleared direct to XYZ VORTAC or direct to SECND, straight-in because the intercept angle is 90 degrees or less. Aircraft 2 cannot be cleared to XYZ or FIRST VORTAC because the intercept angle is greater than 90 degrees. Aircraft 2 can be cleared to SECND if allowed to execute the HILPT. Phraseology: "Cleared direct SECND, maintain at or above three thousand until SECND, cleared straight-in ILS Runway Four approach."

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—Tim Decker, Retired USAF U-2 pilot and BPPP instructor
Tim Decker Air Shows, Sacramento, California



Beech on a Budget

SAFE • LEGAL • LOW COST

By Mike Caban

High-Cost Dukes Boost Pump Overhaul Woes Resolved

Just prior to beginning my B55 Baron's 2013 annual I experienced a mysterious loss of fuel inflight from my left auxiliary tank (my Baron has independently selectable main and auxiliary tanks). How I recognized this loss of fuel is an interesting study in itself. Knowing your airplane, combined with a digital fuel totalizer, permits great accuracy. As a matter of routine during regular 800 NM trips from Texas to Wisconsin, I switch to my aux tanks immediately upon reaching cruise altitude and trimming for level flight. I then run the aux tanks to exhaustion/sputter, or a wiggle on the factory fuel pressure gauge. With a known one percent accuracy in my JPI EDM760 for the last eight years, and knowing exactly the amount of fuel each aux tank holds, I knew that the right aux tank *always* exhausted first, followed about 1.5 gallons later by the left aux tank. With proper note taking of fuel used at the time of switching to the aux tanks, I knew to within a couple of minutes the time to prepare for the “wiggling” fuel pressure gauge. The factory analog fuel gauges always correlated well to empty fuel tanks.



FIGURE 1

During one of my long-range trips in February my antenna went up when the left aux analog gauge seemed to be showing a lower level than the right gauge (the first “uh-oh” indication). Shortly after the left analog gauge reached “E”, the left fuel pressure needle gave its wiggle and I promptly switched to the main tank (second indication). This was a little more than three gallons sooner than the right tank, and this had never happened in eight years of flying these tanks to exhaustion.

After landing, no telltale blue streaks were evident on any areas of the left wing – topside or bottom side. I knew I had filled the tank to the rims of the fuel cap necks as I had always done. So, on the return trip I double checked my fuel fill during the pre-flight and launched. The same thing happened – a little more than three gallons “disappeared” from the left aux during the trip.

More head scratching and conversations about the problem with two excellent IAs ensued. Without telltale blue streaks anywhere outside, I began adjusting the “K” factor on the JPI and removing the fuel selector cover to inspect the fuel lines. This did nothing to find the answer. It turned out the

left boost pump was leaking about one GPH out its drain tube while the engine was running. The boost pump lies downstream of the fuel selector just prior to feeding the engine, and its seal had given up. I suspect the pump was original and had approximately 4,900 hours' time in service (TIS). With this high TIS, the boost pumps had been on my mind for an "overhaul" or IRAN (Inspect and Repair as Necessary) for this year's Annual anyway.

I learned that, in June 2012, Dukes had appointed an exclusive factory authorized overhauler. This exclusive source had virtually doubled the price of Dukes pump overhauls to the \$1,000 range. Enter Texas Bonanza owner Spike Cutler who, having faced similar shock at learning his Dukes series 4140 boost pump (**Figure 1**) was going to cost that much to overhaul, began to dig for an alternative to the single-source factory alternative. And indeed he found one. Buried in a small Trade-A-Plane ad was Aeromotors LLC in Browntown, Wisconsin, (608) 966-3141, www.aeromotorsllc.com, an FAA certified repair station with a special authorization to overhaul/repair the very popular 4140 and 4150 series Dukes pumps.

When last I checked in April 2013, Aeromotors quoted a \$400 flat rate overhaul for the 4140 pump and \$650 for the 4150 series. Considering that the factory authorized solution wanted nearly \$1,000 for a 4140 pump overhaul, I did not even find out what the cost from them would be for my 4150 series. Dukes Service Bulletin 0004 recommends overhauling its pumps every 10 years. In 1994 it issued a Mandatory Service Bulletin calling for the replacement of the carbon vanes in pumps it made prior to 1988. If you have a "very vintage" Dukes boost pump in your airframe you might consider if these conditions apply to you, and give some thought to Aeromotors as a possible low-cost source for getting your pump back into factory specs.

I sent Aeromotors both my 4150 series pumps, since

they appeared quite "tired" in their job of priming on high boost and I could not determine that they had ever been off the airplane for servicing (not to mention the leak the left one had sprung on me). Aeromotors testing procedure ensures the pumps meet original data plate pressures and flows, and they also do an extended leak test (very important given my recent experience). Both pumps were returned in about two weeks. See **Figure 2** for the Aeromotors finished product.



FIGURE 2


As for extracting the boost pumps from my Baron's wheel wells (Figure 3), access is so much easier with the inner gear doors open. In my opinion, access and removal would be nearly impossible with them closed or even half open. Don't even think about cranking open the



FIGURE 3

inner gear doors with the manual crank while your plane is unsupported and the full weight is on the wheels. My IA and I positioned jacks and a tail stand, making access safe and easy. Just to confirm, after the plane was safely on jacks, I had my IA watch the nose wheel while I cranked the inner gear doors open. Just as we had suspected, the nose wheel was released from its over-center locking position. This could have resulted in a nose gear collapse if we did not have the airplane on jacks when we cranked open the inner gear doors.

If you have a Baron, Travel Air, or 24-volt Bonanza, it's likely that you have a 24V-28V pump manufactured by Dukes, Inc. Some 12-volt Bonanzas and Debonairs may be fitted with a 12V Dukes electric fuel pump, and H35 and later may use a Weldon pump. Some Dukes electric pumps were added to E-Series Bonanzas by STC.

In the event of an engine-driven fuel pump failure, the importance of your boost pump can't be overemphasized. Not to mention its everyday duty as a priming pump for our fuel-injected engines. So give some thought whether your boost pump will be up to the challenge in an emergency. Many still have those carbon vanes. Will it just plain lay down on you, leaving you AOG somewhere, unable to prime your engine for starting? Maybe it's time for a Dukes fuel pump overhaul. 



B AMERICAN BONANZA SOCIETY

General Aviation faces significant challenges, so I support ABS because they are actively involved in protecting our freedom to fly and the airplanes we want to fly. ABS is fighting user fees, collaborating on 100LL replacement fuels, training owners in safe operations and providing technical resources to guide owners and their mechanics in maintenance of our aging aircraft.

Jay Burris

Beech V35B (D-9576) X09, Richmond, TX

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American Bonanza Society, P.O. Box 12888, Wichita, KS 67277 • Office Hours: 8:30 to 5:00 p.m. US Central Time, Mon.-Fri.

The First ABS Flight Instructor Academy Graduates



Thirteen highly experienced flight instructors have completed the ABS Flight Instructor Academy as of May 1st. Several have taken or will soon take their telephone interview and check flight to become full BPPP instructors. A total of 46 instructors enrolled in the Academy in its first three weeks.

The experience and credentials of some of these instructors is astounding. Overall they have a high level of experience with G1000 airplanes, which has been a gap in BPPP instructor ranks to date with a few exceptions. We've heard from some hard-to-find E-series and Travel Air instructors as well. Several of the Academy graduates and current Academy students are full-time, career CFIs... people who do this for a living, and who bring a whole new level of flexibility and convenience to ABS members when they schedule their flight training.

On the next page is the list of ABS Flight Instructor Academy graduates as of May 1, 2013. Check PILOT TRAINING/BPPP at www.bonanza.org for the FIND AN INSTRUCTOR link and more Academy graduates.

Click on INSTRUCTOR TRAINING at www.bonanza.org for information about enrolling yourself or your flight instructor in the ABS Flight Instructor Academy.



“I just finished the ABS Flight Instructor Academy. I found it to be a very excellent course. I have more than 800 hours in my E-model Bonanza, N3491B, and 2800 hours total, including 1100 as flight instructor. I passed the single-engine ATP check ride in my Bonanza. I did a bit over 300 hours of flight instruction last year. Your course was well worth the \$125 and will benefit to me not only when teaching in Bonanzas, but also raise the bar when I instruct in other planes.

Thank you.”

– John Lillevoid, Yankton, South Dakota

Legend



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CALIFORNIA

Camarillo ■ ★

Michael Phillips Home airport(s):
Aviation Instruction & Camarillo (KCMA)
Simulator Training Center, Inc. Los Angeles area
mcfimp@gmail.com
831-915-2517 ABS #52791
CFII • Single-control qualified • G1000 qualified
3-time MCFI
Charter member, SAFE
1500+ hours G1000 experience
Instrument Ground Instructor

Napa ■ ▼ ☀

Michael Walcker Home airport(s):
michaelwalcker@hotmail.com Napa County (KAPC)
707-299-9615
CFII/MEI • Baron qualified
Single-control qualified • G1000 qualified
1000+ hours G1000 experience
Former Lead Instructor, Japan Airlines training program (Bonanza/Baron)
B.S. Psychology; Minor in Aviation, University of North Dakota

ILLINOIS

Bloomington/Normal

Ron Kelly Home airport(s):
jkelle@ilstu.edu Bloomington/Normal (KBMI)
309-706-0972 ABS #51731
CFII/MEI • Travel Air qualified
Single-control qualified • G36 qualified
US Army Master Aviator
700 hours military C-12 (KA200)

MARYLAND

Bethesda ■ ★

Robert Gawler Home airport(s):
Trebtor Aviation LTD Montgomery Co. (KGAI)
treborav8@gmail.com
301-330-6753 ABS #TM3750
CFII/MEI • Baron qualified • Travel Air qualified
Single-control qualified • G1000 qualified
7-time MCFI
District aviation safety counselor of the Year
B.S. Aviation, embry Riddle Aeronautical Univ.

NEW YORK

East Moriches ▼

Mike Friel Home airport(s):
mikefriel@juno.com Gabreski (KFOK)
631-627-1181 ABS #47004
CFII
Distinguished Flying Cross, US Army
2002 Special Agent Pilot of the Year, DEA
US Army Brigade Safety Officer
Accredited aircraft accident investigator, USC

NORTH CAROLINA

Mooreville ▼

Joseph Irwin Home airport(s):
jkirwin@windstream.net Lake Norman (14A)
704-904-2321 Concord (KJQF)
ABS #52586 Statesville (KSVH)
CFII/MEI Salisbury (KRUQ)
Baron qualified
Travel Air qualified
Single-control qualified
G1000 qualified
"Very experienced" in G1000 systems
Completed FAA WINGS, all phases, thru Master Pilot
Cirrus Standardized Instructor Pilot (CSIP)
Columbia Aircraft Standardized Instructor Pilot (CASIP)

SOUTH CAROLINA

Clemson ☀

Harrison Smith..... Home airport(s):
Blue Side Up of SC LLC Clemson (KCEU)
harrisonsmith@me.com
864-986-9664
ABS #52758
CFII/MEI
Single-control qualified
G1000 qualified
Beech Queen Air (BE65) qualified
FAAsteam representative

SOUTH DAKOTA

Yankton

John Lillevoid..... Home airport(s):
Yankton Flight Training Center Yankton (KYKN)
johnl@valyousat.net
605-665-0204
ABS #46314
CFII
E-Series qualified
Single-control qualified
Owns an E-Series Bonanza
700+ hours E-series
960+ hours flight instruction given
Instructs ~ 300 hours/year
Five Caribbean trips in his Bonanza
Electrical engineer

TENNESSEE

Goodlettsville ▼

John Wilcox..... Home airport(s):
jwilcox@bellsouth.net Nashville John Tune
615-604-0652 (KJWN)
ABS #37848 Smyrna (KMQY)
CFII/MEI Nashville area
E-series qualified • Baron qualified
Travel Air qualified • Single-control qualified
G1000 qualified • 58P qualified
Has owned E-series, Baron and 58P

Rock Island ▼

Michael Lyon..... Home airport(s):
hollygate@blomand.net Central Tennessee area
931-492-0154
931-686-8727
ABS Life Member #L49436
CFII/MEI • Baron qualified
Travel Air qualified • Single-control qualified
FAA Wright Brothers Master Pilot award

TEXAS

Austin ■ ▼ ☀

Greg Biba..... Home airport(s):
Biba Flyers LLC Austin Bergstrom (KAUS)
gary@bibaflyers.com Austin Executive (KEDC)
512-773-4495 San Marcos (KHYI)
ABS #37705
CFII/MEI
Baron qualified
Single-control qualified

UTAH

Salt Lake City

W. Tim Miller..... Home airport(s):
wtimmiller@comcast.net Salt Lake City (KSLC)
801-550-9817 South Valley (U42)
ABS #35772
CFII/MEI
Single-control qualified
G1000 qualified
AOPA Flight Training Excellence Award, 2012
"Considerable" G1000 experience

VIRGINIA

Arlington

Charles Norman..... Home airport(s):
Ruddervator Aviation Manassas (KHEF)
ruddervatoraviation@gmail.com Washington DC area
917-567-0486
ABS #47957
CFII
Aspen qualified
G500/600 qualified
CFI-Glider
Safety Officer for 100-member soaring club
Director/Treasurer, Skyline Soaring Education
Foundation, a not for profit that awards
scholarships to students for flight training
Advanced Ground Instructor



Waivers of Subrogation

A liability waiver is an agreement in which one party agrees to either assume or waive another party's liability for a specific act or acts. This can become a problem as all aircraft policies (and for that matter policies on the home, automobile, and business) have a clause that prohibits the customer from entering into such agreements. A liability waiver that prohibits the insurance carrier's ability to recover a loss from a negligent third party for damages paid to a customer is strictly prohibited under most policies, unless the underwriter approves it up front.

The theory behind this practice is quite simple. The insurance carrier charges a premium based on the insured's type of aircraft, the pilot's experience, and the use of the aircraft. The price also takes into account the carrier's ability to litigate against persons or corporations who are liable for damages paid under the policy. If the carrier is prohibited from recovering damages caused by a negligent third party, it would theoretically need to charge a higher premium.



It is becoming normal to find these waivers in such things as hangar agreements.

Insurance carriers owe an obligation to all of their customers to seek recovery for losses caused by negligent third parties. This permits carriers to lower their loss ratios (the ratio of premium collected to claims dollars paid out) and maintain premiums at the lowest level consistent with good management practices.

If the insurance carrier is made aware of the existence of a liability waiver prior to a loss and approves of the agreement, the policy may be endorsed to grant permission for the waiver. This must be a written endorsement, and often there is an additional premium charged for doing so. The problem that arises for most policyholders is actually knowing what these liability waivers say, and where in the policy to look for them.

It is becoming normal to find these waivers in such things as hangar agreements. A landlord may ask that you waive your rights against a negligent hangar owner. Or the local FBO that hangars or fuels your aircraft may want a release of liability for its services. If a negligent FBO damages your aircraft while it is in its care, custody, or control, your insurance carrier will attempt to recover (subrogate) these damages. An agreement to waive the carrier's right to bring this type of action is referred to as a "waiver of subrogation." This agreement may be approved by the underwriter prior to a loss. But the aircraft owner must let his/her agent know of the agreement and request its approval.

If your Beechcraft has been repaired recently, you may find that these waivers have been placed in the fine print of the repair order. They may appear at the bottom or on the reverse side. These waivers could have

a disastrous effect on the insurance coverage should a loss occur.

As an example, this could occur if work is performed on the aircraft engine improperly, and the engine fails. The insured would expect the insurance carrier to promptly pay

the claim. However, if investigation shows that the company will not be able to recover from a negligent repair station, the carrier may have grounds to decline paying the claim. This could become even more serious if bodily injury or death is involved.

Our society has become complex and more litigious. This is the primary reason that FBOs, repair stations, hangar owners, municipalities, and others try to limit their liability by contract or agreement. The 1994 General Aviation Liability Reform Act absolves aircraft manufactures of liability 18 years after the date of manufacture; people are no less likely to sue, but now must attempt to recover from non-manufacturing sources like maintenance providers and airport authorities.

However, you are well within your rights to mark through these statements on the agreements. If the facility asks for an explanation, advise them that your insurance policy does not permit such agreements. A reputable facility will understand your concern.

As with most rules there is at least one exception. In your ABS expansion endorsement there is a clause

that modifies your policy when liability waivers are required by a governmental body. Your insurance carrier knows for the most part that it would be impossible for individual owners to fight the government entity that controls the airport. The carriers have endorsed their policies for these situations. When a governmental body requires a release to permit the use of the airport or to lease premises for tie down or hangar space it is not excluded from the policy. This would protect the municipality but would not apply to a non-governmental entity such as an FBO.

Carriers also routinely provide waivers when the result is an improved pilot who is less likely to have an insurance claim. This is why underwriters will provide waivers to organizations like ABS's Beechcraft Pilot Proficiency Program (BPPP)

when you complete BPPP flight instruction.

If you have any concern about the wording of such agreements, please do not hesitate to contact your ABS insurance representative. It is incumbent on all ABS members to be vigilant in reading and understanding the agreements they sign. It is imperative that your rights, as well as the insurance carrier's, be preserved against a third party that may have caused a loss or injury.



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



ABS Maintenance Academy



The ABS Maintenance Academy teaches mechanics what we look for in ABS Air Safety Foundation Service Clinics, and special emphasis on Beechcraft landing gear inspection, rigging and repair. These aircraft technicians have recently completed the ABS Maintenance Academy and are ready to better maintain your Beech airplane. Note that the certificate goes to the *mechanic*, not the shop. Contact information is for the facility that employed or is owned by the mechanic at the time he/she attended the ABS Maintenance Academy, as provided by the Academy graduate.



Look for the full list of ABS Maintenance Academy graduates at www.bonanza.org under MAINTENANCE AND OPERATION.

Alabama

James Thigpen

Tanner, AL
256-710-8967

Arkansas

Mark Givans

Precision Aerospace Technologies
Batesville, AR (KBVX)
givansme@yahoo.com
870-251-2533

California

David Barron

Barron Air
Santa Rosa, CA (KSTS)
barronair@hotmail.com
707-284-9786

Fernando Pelayo

Waypoint Aviation
Riverside, CA (KRAL)
www.flycorona.com
beth@flycorona.com
951-907-1432

Colorado

Ken Harris

Harris Aviation
Greeley, CO (KGXY)
Harris_susan@msn.com
970-356-6041

Delaware

Rob Danzi

Sussex Aero Maintenance
Georgetown, DE (KGED)
302-856-7059
robdanzi@hotmail.com

Massachusetts

Tim Howard

Stick n' Rudder Aero
Chatham, MA (KCQX)
www.chathamairport.com
sticknrudderaero@comcast.net
508-945-5747

Minnesota

Chuck Willette

Dodge City Aviation
Rochester, MN (KRST)
dcaviation@kmtel.com
507-633-9379

North Carolina

Tom Malechuk

Guardian Aviation Services
Siler City, NC (5W8)
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tom@guardianaviation.net
919-663-3503

Ohio

Greg Smith

Safe Skies Aviation
Middletown, OH (KMWO)
513-217-5141

Pennsylvania

Dave Fischer

York Aviation
York, PA (KTHV)
717-792-5566

Tennessee

Jerry Collins

Cumberland Avionics
Nashville, TN (KJWN)
chad@cumberlandavionics.com
615-350-6110

Chris Ferraraccio

AMF Aviation
Clarksville, TN (TN53)
chris@amfaviation.com
931-302-4985

Rusty Gil

Cumberland Avionics
Nashville, TN (KJWN)
chad@cumberlandavionics.com
615-350-6110

Chad Goddard

Cumberland Avionics
Nashville, TN (KJWN)
chad@cumberlandavionics.com
615-350-6110

Texas

Tim Talley

Clifton Aero
Clifton, TX (7F7)
www.cliftonaero.com
254-675-3771

Utah

Huy Bui

Leading Edge Aviation
West Jordan, UT (U42)
www.leaviation.com
huy@leaviation.com
801-858-0042

West Virginia

Mike Nichols

304-290-2421

Wisconsin

Patrick Ripp

Point Aviation
Mineral Point, WI (KMRJ)
www.pointaviation.com
pat@pointaviation.com
608-987-3591

Are you a full-time mechanic or technician maintaining Beech piston airplanes? Do you want to learn to take even better care of your customers and their airplanes? Apply to attend the upcoming ABS Maintenance Academy in Riverside, CA September 20-22, hosted by Waypoint Aviation. See www.bonanza.org/mechanic-training/abs-maintenance-academy for details and the application.



BPPP By Mike Friel

What is a TAA?

Did you notice all those little quarter-moon and half-moon circles showing up on some GPS approach charts over the last few years? Actually, I think maybe it's been since the late 1990s or early 2000s these things have been showing up on certain RNAV(GPS) instrument approach charts. The little moons seem to be floating off in space by themselves on the approach charts. Some of them have two half-moons like the RNAV (GPS) 28 at Elmira, New York (ELM); most, however, like the RNAV (GPS) 34 at Binghamton, New York (BGM) have two quarter moons and one half moon. What is all of that? It's a TAA: a Terminal Arrival Area.



Let's take another look. There's no minimum safe altitude (MSA) circle on the chart. Maybe those little moon things replaced the MSA circle. That's right, they did. The FAA *Instrument Flying Handbook* states: "It is also important to note that the altitudes listed in the TAAs should be referenced in place of the MSAs on the approach chart for use in emergency situations." But that's not all those little moons are doing on our approach charts. They are also now part of the approach procedure and serve as a transition from the en-route structure to the approach procedure. You may occasionally see a feeder route, but overall the TAA serves that function also. Mentally move all the partial "moons" together so that they form a circle with its center over the IF/IAF for the approach. When you're in one of the moons – usually known as the left base area, right base area, and straight-in areas – and cleared for the

approach, you are considered to be on a charted segment of that instrument approach and expected to descend to the altitude depicted for that area. The altitudes depicted in each area are both the MEA altitude, as stated earlier, and the published altitude of that segment of the instrument approach. The AIM tells us,

Pilots entering the TAA and cleared by air traffic control, are expected to proceed directly to the IAF associated with that area of the TAA at the altitude depicted, unless otherwise cleared by air traffic control. Clearance direct to an Initial Approach Fix (IAF) without a clearance for the procedure does not authorize a pilot to descend to a lower TAA altitude. If a pilot desires a lower altitude without an approach clearance, request the lower TAA altitude. If a pilot is not sure of what they are authorized or expected to do by air traffic, they should ask air traffic or request a specific clearance.

So now we know three things about those moons: (1) They're MSA's; (2) they're published approach segments with published altitudes; and (3) they're transitions from the en-route structure. What else should we know about TAA's? Maybe we should keep in mind that the left and right base areas are derived from directions from the IF/IAF – that's the center one, not the two IAF's out on the respective bases. If your clearance takes you into either the right base or left base area, it's still your bearing to the IF/IAF that's used to determine your bearing within that area. I point that out because you'll most likely be navigating to either the right or left IAF when you enter one of those areas. Since the right and left areas are divided by the IF/IAF and not the two left and right IAF's, the bearing to the IAF that you're navigating to could possibly lead you to believe that you're in a part of the sector that you not actually in. The bearings at the

straight-in area, both to the waypoint (IF/IAF) and for positioning within the area are obvious; they're the same. With the left and right areas it can be confusing if you don't take a minute to think since your bearing for positioning puts you in a specific left or right area, or section of an area derived from your IF/IAF bearing, and your bearing to your waypoint (IAF) is derived from that particular left or right IAF. You need to be aware of that possible source of confusion. Distance for each area is derived from the IAF or IF/IAF for that area, but bearing boundaries for all sectors are derived only from the central IF/IAF. I know that's a mouthful. Think about it a little later and you'll realize what I tried to say.

There's a lot of good information in the AIM and the *Instrument Flying Handbook* and elsewhere on TAA's.





GA News

Thru-View Emergency Checklists

International Air Crew, Inc. announces the “Thru-View Emergency Checklist” for the Beech Bonanza, a heads-up emergency checklist made of high-quality, transparent static cling vinyl. The checklist adheres to a window or clear sun visor without adhesive for a quick, convenient reference. There are separate checklists for the A36/G36, F33/F33A, and V-tail Bonanzas. Another product offered is a static-cling “Gear Down Before Landing” reminder that mounts directly ahead of the pilot, where his or her attention is focused on final approach. The price for each product is \$16.95. International Air Crew, Inc. will be selling through popular aviation markets, or contact Daniel Shamir at pilots@gmail.com.

THRU-VIEW CHECKLISTS.
INTERNATIONAL AIR CREW, INC.

BEECH BONANZA
Emergency Checklist

WINDOW OR SUN-VISOR CHECKLIST



NON ADHESIVE
TRANSPARENT
STATIC CLING
DECAL



This checklist is for advisory purposes only. The aircraft's pilot operating handbook is the final authority on operating the aircraft you are flying. Procedures and speeds may vary with each model of aircraft. Thru-View Checklists has no affiliation with Hawker-Beechcraft.

WWW.THURVIEWCHECKLISTS.COM **THRU-VIEW CHECKLISTS.**

<p>BEECHCRAFT BONANZA A36, G36</p> <p>TRANSPONDER CODES:</p> <p>7700.....Emergency 7600.....Lost Comms 7500.....Hijacking</p> <p>Max Range Glide Speed.....110 KIAS</p>	<p>ENGINE FAILURE IN FLIGHT:</p> <p>Speed.....110 KIAS Best Area to Land.....LOCATE Fuel Selector.....OTHER TANK Magnetos.....BOTH L/R Aux Fuel Pump.....ON Mixture.....RICH - AS REQ'D Alternate Air T Handle.....PULL/RELEASE *** IF NO RESTART *** Emergency Landing.....CHECKLIST</p>	<p>TAKE OFF CHECKLIST:</p> <p>Flaps & Trim.....AS REQUIRED Mixture.....RICH AS REQ'D Prop.....FULL FWD Power.....SET Instruments.....CHECK Positive Rate.....GEAR UP Climb Speed.....Establish Safe Altitude.....FLAPS UP</p>
<p>ENGINE FIRE IN FLIGHT:</p> <p>Firewall Air Control.....PULL TO CLOSE Engine.....SHUTDOWN Fuel Selector.....OFF Mixture.....CUT OFF Batt & Alternator.....OFF Magnetos.....OFF *** DO NOT ATTEMPT RESTART *** Forced Landing.....PERFORM Landing Airspeed.....85 KIAS Gear (Manual Extend).....AS REQUIRED</p>	<p>ENGINE FAILURE AFTER TAKE OFF:</p> <p>Speed.....85 KIAS MIN Landing.....STRAIGHT AHEAD *** IF UNABLE TO RESTART *** Fuel Selector.....OFF Mixture.....CUT OFF Magnetos.....OFF Flaps.....FULL (30°) Gear.....AS REQUIRED Speed.....85 KIAS Batt & Alternator.....OFF</p>	<p>BEFORE LANDING CHECKLIST:</p> <p>Seats & Belts.....SET/SECURED Fuel Selector.....FULLER TANK Cowl Flaps.....AS REQUIRED Mixture.....RICH AS REQ'D Gear.....DOWN/CHECK Prop.....FULL FWD Flaps.....AS REQUIRED Speed.....ESTABLISH Landing Light.....ON</p> <p style="text-align: right;"><small>International Air Crew, Inc.</small></p>

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pilot and editor,
EAA Sport Aviation

Read the full review
in the November
2012 Sport
Aviation.





From the NTSB:

The pilot of an F33A said that his approach to landing was normal, but he flew the base leg a little wide. He reported that his airspeed on short final approach was too fast, and the airplane ballooned during the flare. The airplane landed hard, porpoised, and landed hard again on its nose gear. The nose gear collapsed under the fuselage crushing the engine cowling and bending the keel beam.

NTSB Probable Cause:

An improper flare during touch down, and an inadequate bounced landing recovery. Contributing to the accident was an excessive airspeed and an inadvertent porpoise.

Safety Pilot By Thomas P. Turner

ABS SOP

As a 9,000+ pilot air transportation organization conducting worldwide flight operations 365 days a year (which is, after all, what we are in ABS), let's create our own ABS SOP for flying a stabilized approach. Expressed in a way we can quantify and detect "good," and do something about what is by comparison "bad," the secret to making a good landing is to find yourself on final approach *on speed, in configuration, on glidepath*, with all indications *in agreement*.

WEIGHT - LBS.	SPEED AT 50 FT.	
	KTS	MPH
3400	70	81
3200	68	78
3000	68	76
2800	63	73
2600	61	71
2400	59	68

On Speed means crossing the runway numbers at the recommended Speed at 50 Foot (in this case, from the F33A POH).

- **On speed:** This is $1.3 \times V_{SO}$ or as published as the Speed at 50 Foot on Beechcraft landing performance charts, unless you've intentionally added speed to compensate for surface wind conditions or less-than-full flap extension. Every five knots above the 50 Foot speed in ABS-type airplanes increases the

The secret to making good landings is to make good approaches." One of my early flight instructors told me that. It probably wasn't his original observation. But I've remembered his words and heeded their advice every time I prepare to land.

Stabilized Approach

We hear the term "stabilized approach" a lot, usually in the context of the negative: The airplane crashed because the pilot did *not* fly a stabilized approach. What constitutes "stabilized," however, is not terribly clear. For example, the Flight Safety Foundation's *Approach and Landing Reduction Briefing 7.1: Stabilized Approach* (an airline and corporate flying training standard) says that "an approach is stabilized only if all the criteria in company Standard Operating Procedures (SOPs) are met before or when reaching the applicable minimum stabilization height." A note in the FSF *Briefing* calls an unstabilized approach any that is "conducted either low/slow or high/fast." I've lurked on airline pilot chat lines and found that

even those whose job evaluations include a grade on the stability of their approaches often have no clear idea of what the term actually describes.

The FAA's *Airplane Flying Handbook* gives us a somewhat better definition: "A stabilized approach is one in which the pilot establishes and maintains a constant-angle glidepath toward a predetermined point on the ground at which, if the airplane maintained a constant glidepath and was not flared for landing, it would strike the ground." A stabilized approach, then, is something you fly until your landing flare.


ABS SOP

Flying a stabilized approach is a proven accident prevention technique, and aircraft operators are left to define what is meant by a stabilized approach.

landing distance by about 10 percent. Slow much below $1.3 \times V_{SO}$ and the airplane will descend steeply at a high angle of attack. So don't vary from "on speed" unless conditions really demand it, and be ready to go around at any time if any other SOP goals are not met.

- **In configuration:** Gear confirmed down, flaps set (usually fully down for visual arrivals).
- **On glidepath:** The glideslope is centered, or a visual approach path indicator shows you're on glidepath. The vertical speed is correct so your trend is to remain on glidepath. Your selected touchdown zone remains stationary in the windscreen, indicating you are on a "collision course" with that spot.
- **In agreement:** Power, pitch attitude, airspeed, and vertical speed are all as expected for a normal touchdown or as you have intentionally modified for conditions.

We should strive to arrive at a stabilized condition before reaching 500 feet above the airport elevation in visual conditions, and just after passing the Final Approach Fix on an instrument approach. Maintain the stabilized condition from that point until you begin the landing flare. Failure to meet any of the SOP targets indicates you're probably in for a bad landing – so go around if you see any discrepancies. Frequently, a disagreement between power, pitch, speed, and rate of descent is warning of an impending a gear-up landing... which happens one or two times almost every week in ABS-type airplanes.

Unlike most NTSB reports used as examples in this column, this particular crash did not result in fatalities. In fact, the two aboard were not injured at all. But the F33A fared far worse. It was totaled and never flew again. Fly a stabilized approach, go around if you're not stabilized at 500 AGL, and you'll make better landings. 

A T-34 Stays in the Family

By Dave Fleckenstein

In 1977 my father purchased a T-34A that was not flying. He left it in the very capable hands of the late Earle M. Parks of Parks Industries in Amarillo, Texas, for a ground-up restoration. A little over a year later, Dad brought his prized T-34 home. At that time, I was just beginning my flight training. Eventually, I took my Private Pilot check ride in that T-34 at age 17.

Dad bought, flew, and sold several other warbirds, including an AT-6D and a T-28C, but the T-34 stayed. It was just a good, easy to fly and reliable airplane to own. We had a lot of fun in the T-34 going to airshows and fly-ins. Among others, we attended the big CAF Airshow in Harlingen, Warbirds Over Midland, and numerous fly-ins, including one where we flew down into the Grand Canyon (at that time it was legal). Thanks to the paint scheme, I was frequently tagged to be the bad guy who got shot down at airshows.

Dad and I did lots of formation flying and even one dogfight where he thought his T-34 could take my Pitts Special (he never got close). Due to its unique paint scheme, it always attracted attention, most of it positive. Occasionally the ground controllers will talk to me in German. One day I was waiting for take-off next to a British Airways 747 at Houston Intercontinental. There were lots of people looking through the windows that afternoon.

Dad loved his T-34 and insisted that I keep it in top mechanical condition.

I swapped the 520 for a DeMars-overhauled IO-550. When the T-34 wing spar AD came out, we took it back to Earle Parks and had the spars modified at a significant expense. As the years went on, due to health reasons, Dad had to quit flying, but he wanted his T-34 maintained and ready at a moment's notice. The last time he flew his T-34 was in 2008.

Not too long ago, Dad asked my opinion about selling the T-34. I responded that since I got my license in it, I would never sell it. Earlier this year, Dad passed the T-34 on to me, where it shares a hangar with my F33A. My plan is to keep the T-34 flying and never sell it. I have lots of upgrades planned, including an IO-550R and Garmin G600 system.



A Meeting of the Minds

By Craig L. Fuller,
AOPA President and CEO



Like most pilots I am always trying to find ways to get the most from my flying. When it comes to business travel, maximizing my flying means combining as many meetings and destinations as possible into each trip. On pleasure flights, it means achieving at least one goal along the way, whether that's checking out a new airport, testing a new app, or catching up with an old friend for lunch.

This year, we all have a wonderful opportunity to get the most from our flying during one particular expedition, and I want to invite you to come along on this unique journey. I hope you will join AOPA and the American Bonanza Society in Fort Worth, Texas, for three very special days at AOPA's Aviation Summit and the ABS Convention, to be held together for the second year running.

From October 10-12, thousands of pilots – including hundreds of ABS members – will gather to take in the best that general aviation has to offer. It is a one-of-a-kind gathering – a meeting of the minds in the GA community.

If you joined us in Palm Springs

last year, then you already know just how much you can get out of a visit to Summit. But this year we're offering even more.

We'll hold our most interactive event ever, designed to help you make the most connections, find the most answers, and get the most enjoyment from your three-day visit. With new learning experiences, including seminars on using in-flight video and workshops on upgrading your panel, you can explore whatever aviation topics interest you. We'll hold seminars on medical issues, fun destinations, buying your first aircraft, legal and tax matters, enhancing your IFR and decision-making skills,

and dozens of other topics for the way you fly or want to fly. It's not just a chance to listen and learn; it's a chance to get expert answers to all your questions.


In the exhibit hall you can get hands-on with the latest technology in avionics, simulation, aviation apps, pilot gear, and more from some 400 exhibitors. You'll also have the chance to check out dozens of new and classic aircraft on display at AirportFest held at nearby Meacham Airport. And of course, there will be plenty of opportunities to socialize with friends new and old as you enjoy some famous Texas barbecue, take in the rodeo, or indulge in a traditional pancake breakfast.

We'll have fun but we'll also address some of the serious issues facing general aviation today, from user fees and sequestration to avgas and growing the pilot population. Guest speakers will include policy makers, general aviation leaders, and experts in the issues that affect your flying.



You'll get the latest information on how your association is fighting to protect our freedom to fly and have the chance to talk face-to-face with leaders from AOPA, ABS, and other GA organizations.

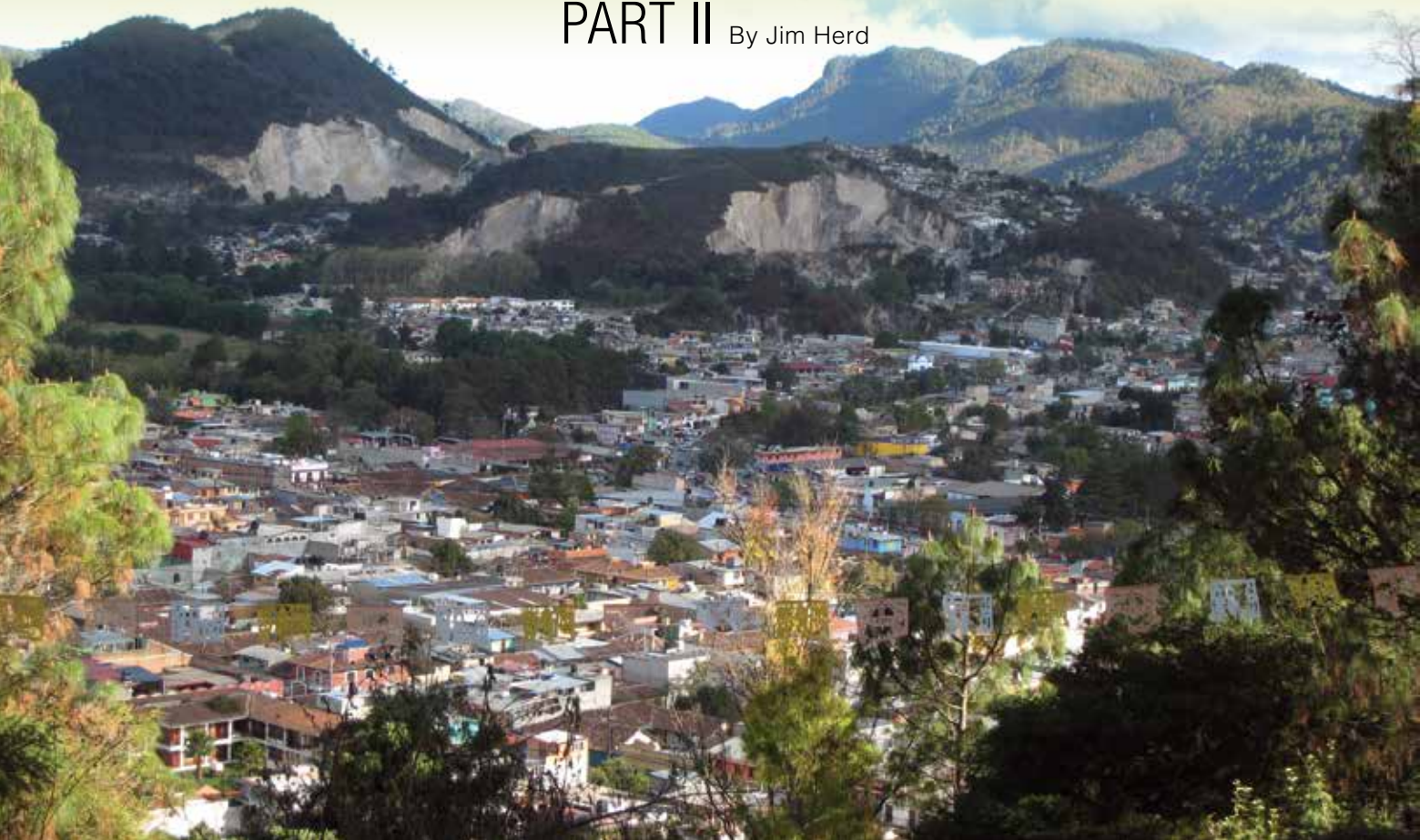
Summit is just three days long, but the Fort Worth area has a lot to offer and I encourage you to bring family and friends and stay a little longer to enjoy some Texas-sized adventures, from roller coasters and waterslides to world-class shopping and art.

AOPA's Aviation Summit is always a highlight of my year, and this will be the best Summit yet. You can find out more about the events, seminars, and exhibitors and register to attend at www.AOPA.org/summit. I hope to see y'all there. 



Mexico, Close and Easy!

PART II By Jim Herd



In order to preserve and grow the ABS membership, our fleet of planes, their value, and the admirable cadre of service and parts businesses that are such a major asset to us all, we must expand and promote the wide variety of impressive ways to extract value from our aircraft. What and where are the compelling destinations that are comfortably within the scope of our planes, their pilots, and the passengers they carry? Let's continue our aerial tour of Mexico.

San Cristóbal del Las Casas

Nearest airport in Tuxtla Gutierrez • MMTG: 1,401 MSL | Rwy: 8,202 x 148 paved

Logistics to reach this beautiful Spanish colonial city in the mountains of Chiapas near Guatemala are a bit more difficult, but worth the effort. The San Cristóbal airport (MMSC) was closed in July 2010, but even if it were re-opened, Tuxtla Gutierrez and a 35-minute express bus ride might be the better option due to altitude and terrain. MMSC sits in a mountainous valley at 7,707 MSL.

San Cristóbal del Las Casas is known for textiles, embroidery, wrought iron, ceramics, and amber. There are numerous plazas and walking streets with churches, outdoor markets, street vendors, and high-end stores. An abundance of sidewalk cafés

and restaurants offer a wide range of choices from international to local cuisine to satisfy any palette.

The city is surrounded by many Mayan-descendant villages, each of which speaks its own dialect. These indigenous people add to the flavor of the city. Most are amazingly small people who adorn the city's narrow cobblestone streets in their colorful native dress.

We took a guided tour to two villages: Zinacantán and Chamula. The former is a Tzotzil Mayan agricultural village known for colorful weavings. San Juan Chamula is a traditional village where cameras are not welcome. But for a donation, one can enter the Church of San Juan, wherein a blend

The city is surrounded by many Mayan-descendant villages, each of which speaks its own dialect.



of traditional Catholicism and pagan Indian religion is practiced. In place of pews one will find a floor covered in pine boughs, and kneeling patrons lighting sacrificial candles under wooden statues of Catholic saints wearing mirrors to deflect evil spirits. This is topped off with *Curanderos* (medicine men) chanting in an ancient dialect and sacrificing chickens to cure the sick. Truly something to behold!

Find out more:

<http://www.mexperience.com/guide/colonial/san-cristobal-de-las-casas.php>.

Puerto Vallarta

MMPR: 23 MSL | Rwy: 10,171 x 148 paved

This is a well-known destination resort on the west coast of the mainland. It is within nonstop range from the U.S.

border for most ABS planes, and the Mexican rules allow a direct nonstop flight. (U.S. rules require all private planes to land at the first Port of Entry after crossing the border.)

The route down has fantastic coastline, desert vistas punctuated by mountains, small villages, agriculture, and a few cities. It is reassuring that Mexican ATC watches over small planes all along the route by radio position reports. Part way down, they even check that you have enough fuel to make the trip.

Puerto Vallarta is a high-end resort in some areas and a quaint, unspoiled old village in others. It caters to almost every need and want with dignity and flair. The local people are invariably lovely, and they enjoy bantering with us, with their English usually being better than our Spanish.

Accommodation runs the gamut, so take your pick. There is a thriving business with private vacation homes that could correctly be called mansions, with pools, vistas, exclusivity, and service staff in the package. Casa Ave del Paraiso and Villa Los Encantos are two excellent choices that can easily accommodate two to three plane loads of ABS members, and they now offer a 20 percent discount to private pilots (the owner is a pilot). The luxury and exclusivity cannot be beaten! So what are you waiting for? Grab your flying buddies and get right on it!

Find out more:

[http://realdeconchaschinas.com/;](http://realdeconchaschinas.com/)
[http://www.lasterrazasvallarta.com/;](http://www.lasterrazasvallarta.com/)
[http://www.visitmexico.com/en/puerto-vallarta.](http://www.visitmexico.com/en/puerto-vallarta)



Okay, so you might want to know more about logistics for such a trip? There are many sources for guidance on paperwork and procedures, and you certainly will need guidance. Frankly, from my experience, the U.S. border crossing regulations are stricter, with more personal jeopardy than those of Mexico (if you make a serious mistake). AOPA is one great resource, as are Bush Pilots International and Caribbean Sky Tours. The website of the Pacific Bonanza Society is also exceptionally helpful on the practical matter of filling out forms.

It's best to start your research and planning about six months ahead. This allows a leisurely process of applying for a few pieces of government paperwork, and to ensure your plane and personal papers are in order, along with the papers of your passengers. As P.I.C., you will be held responsible for your passengers, their paperwork, formalities, and any "contraband." I highly recommend you not to try this on your own the first time. It's just much easier and relaxed with a helping hand. If you have a helpful "right seater," as I do, all the better for sharing the workload of planning and processing at each airport. In any case, a smile and proper respect for the local customs will almost always win you their loyal support.

Useful planning resources:

<http://www.aopa.org/members/pic/intl/mexico/>

<http://www.caribbeanskytours.com/>

<https://www.bushpilotsinternational.com/page.php?name=mexico>

<https://www.pacificbonanza.org/Docs/Intl-Pilot-Documents.asp>

Now let's address security throughout Mexico, and I am not talking about airports, which are amazingly secure. I view it as very similar to the rap California gets: "It has so many earthquakes that it will soon fall into the Pacific Ocean!" Or perhaps

Chicago: “It is the murder capital of the USA, so don’t go there!” Of course, any thinking person knows better. A proper perspective and reasonable planning will be your best friend, and so it is with Mexico. There is no denying that Mexico has a drug problem that causes a very serious crime problem, but let’s place it in context. American tourists have been largely left to their business throughout the recent decade, with very few exceptions. But, of course, the exceptions get all the press. The drug lords know they have no beef with tourists. In fact, they know their country needs tourism. So let’s look at some facts.

The areas of significant safety concern are well-known and documented on many websites, though caution is smart due to the inflammatory blogs that make mountains out of mole hills. As with a visit to Chicago, a little knowledge and common sense will almost certainly keep you well away from any potential trouble. Obviously, with our planes we have the ability to avoid landing at questionable places and avoid traveling through them, as we might need to do if on a road trip. So we can simply bypass the areas of concern by flying over them. No big deal.

The U.S. State Department (http://travel.state.gov/travel/cis_pa_tw/tw/tw_5815.html) is one of the best sources for up-to-date facts and advice on Mexican security. They really do cut through all the bias, emotion, and misplaced paranoia. They tell it like it is and provide facts. Clearly, there would be hell to pay if the State Department under-stated the risks to U.S. citizens, but equally, the Mexican government would throw a fit if an excessively negative report was posted and thereby damaged diplomatic relations and tourism dollars. The State Department prepares similar in-depth and up-to-date reports for many corners of the world.

So, if you want a taste of the style, intrigue, and “home comforts” of

Europe, but with excellent winter weather and a very reachable location for your personal plane, Mexico is worth a serious look.

Planning Ahead: Long Lead Items

- 1 Current U.S. Customs Decal for your aircraft (1-4 weeks lead time) can be obtained via the web.

This is a sticker that goes on your aircraft in a specific location. It cost \$27.50 in 2012 and is good from January 1 until Dec 31. You need the decal number to file eAPIS, “electronic Advanced Passenger Information System” used by U.S. Customs and Border Patrol to track aircraft in and out of the U.S.

- DTOPS System to register and order a decal: <https://dtops.cbp.dhs.gov/>
- 2 Aircraft Radio License (4-6 weeks), which is good for 10 years. The website is <http://wireless.fcc.gov/aviation/fctsht4.html>.

- 3 Passport(s) for all passengers including minors (3-6 weeks lead time). If traveling with a non-U.S. citizen on a tourist visa, in addition to a passport, proof of future exit from the U.S. is required (e.g., an airline e/ticket).
- 4 Aircraft and pilot documents (possibly long lead if any are missing). Originals of the following are required:
 - * Pilot’s Certificate (must say “English”)
 - * Current Aero Medical Certificate
 - * Permanent Registration (no temporary or pink slips)
 - * Airworthiness Certificate
 - * Weight & Balance
 - * Operating Limits
 - * Aircraft ID Plate
- 5 Mode C Transponder (Future 406 ELT – the requirement is currently on hold)



Planning Ahead: Minimum 2 Weeks Ahead of Departure

- 1** Set up an eAPIS account, obtain a sender ID, and learn the system. (Online tutorials: <http://flash.aopa.org/asf/eAPIS/> http://apps.cbp.gov/eAPIS-pa/M1_Intro2eAPIS.htm)
 - The eAPIS Sender ID is obtained via the web at: <https://eapis.cbp.dhs.gov/>
 - The eAPIS Login Help is detailed via the web at: <http://apps.cbp.gov/eAPIS-pa/>
- 2** Mexican Liability Insurance for the Aircraft of at least US\$300,000 combined single limit civil liability. If your current policy covers you for Mexico, obtain a statement from your carrier with the coverage amount in Spanish. The policy must be good for at least 90 days if you would like a multi-entry permit for the aircraft.
- 3** Apply large N-numbers (12" x 2") – can be temporary.
- 4** Obtain a written and notarized Owner's Permission Letter if aircraft is in a corporate name or owned by someone else.
- 5** Obtain a notarized letter of permission from parents of any minors not accompanied by both parents.
- 6** Prepare a folder with all required documents for the aircraft, pilot, passengers, U.S. Customs and Mexican Entry, and flight plan documents.
- 7** Understand Mexican flight planning forms and procedures.
- 8** Understand U.S. Customs and Border forms and procedures such as ADCUS.
- 9** Obtain Pesos and U.S. dollars in small bills to pay for fuel. Pesos are becoming more important now as some places no longer take U.S. dollars or credit cards.
- 10** Understand what is and is not permitted to be taken to/from Mexico.
- 11** When packing medications, do not mix them and keep them in their original, labeled containers. Take as few pills as necessary. Don't bring any you don't really need!
- 12** Obtain preparedness items, as any good Scout would:
 - * tie-downs
 - * survival gear
 - * calculator
 - * prop lock
 - * backup nav/com radio
 - * Montezuma – lives on in some places!
 - * extra oil
 - * sat phone
 - * road GPS
 - * basic repair tools
 - * Mexico cell phone voice/data plan
 - * personal PLB
 - * spot or similar GPS tracking device
- 13** Obtain and study charts, airport directories, and tour books.
- 14** Study airports and flight plans.



recommended the use of LP Aero window products.

Choices to be Made

After choosing the product and service vendors, there were still many choices to make. Decisions still to make included a one-piece versus a two-piece windshield; if one piece, then regular slope versus speed slope; windshield thickness; for the co-pilot window – include a vent window or not; pilot and co-pilot window thickness; passenger window thickness; whether to use the Beech window frames for the windshield, co-pilot (door) window, and pilot window. My choices: 3/8" one-piece speed slope windshield, 3/8" pilot, co-pilot, and passenger windows with pilot (standard) and co-pilot vent windows, all frameless.

Some vendors give you the choice of an old-style pilot window or the newer style. I went with the newer style (which includes the higher positioned, frameless vent window on the pilot window, and I choose a matching one for the co-pilot window).

Installation

The next need was to get these windows installed, all seven of them (one windshield, pilot and co-pilot windows, two passenger windows, and the two smaller opera-style rear windows).

I chose Jim Klug of DBM for this job. Although it took a long time to get Jim to my airport to do the job (his work calendar seems to be full most of the time, like most excellent, in-demand technicians), he did the job in record time. Jim did all the windows, my cabin door hinge pins, the three engine/prop control knobs, the cabin door seal, and the emergency windows' seals in two days, working about 21 hours total on the job.

Jim pulled into my airport in his large pickup truck complete with heater (it was winter time in Annapolis, Maryland), work benches, tools, parts,

Cabin Windows Replacement

By Steven Oxman



Photos by Katie Toffolo

One of the projects many Beech owners eventually get around to doing is replacement of their windshield and windows. This is an important and expensive undertaking. Therefore, product and vendor selection are important.

Product and Vendor Selection

I seriously considered two product/vendor combinations for my project. There are others, but since I did not research them, I have no information about them. The two product/vendor combinations I considered were:

1. BDS window products and installation services
2. LP Aero window products and DBM installation services

Both of these choices are well known in the Beech circles, have good reputations, and have good product and service reports. I choose the LP Aero/DBM combination. The factor that weighed in heaviest when I was making my selection (and the BDS offerings today in this area have changed) had to do with window color. BDS offered green tint and clear. LP Aero offered gray tint, as well as the

green tint and the clear. I very much wanted gray tinted windows.

My (late) father-in-law was chief optometrist of the U.S. Air Force as his last duty in the USAF. He was in charge of many technical issues in the Air Force that related to eyesight. One of the issues was cockpit glass clarity and quality. He told me that clear cockpit glass was not a good idea from the standpoint of solar radiation. He said green tint was not a good idea because of the issue of red/green color-sightedness, particularly at night and with older male pilots (remember, "older" from the USAF perspective is 40-ish). He further told me that optical gray was the preferred color/tint. Therefore, I wanted to get gray tint. Gray also goes nicely with my plane's interior (which is two-tone gray).

My local A&P has a lot of experience with LP Aero products. He highly

materials, and all new LP Aero window products for the job. He set everything up and immediately went to work.

Jim had to remove the old windows and frames. He had to drill out the windows from the emergency window frames and the smaller, rear windows. He also had to cut out some metal in the front of the panel to set it up for the speed slope windshield. Jim built up the original instrument panel and installed a new glareshield. This meant that the windshield defroster ducting had to be modified. Jim did all this work alone. He finished the job with the appropriate paperwork and logbook entries.

Jim did a magnificent job. It was fast, it was clean (he totally cleaned up after his work), it was right, it was what I wanted, and it was for exactly the price he quoted me. And the LP Aero windows look great. I recommend Jim to anyone needing this work. Be warned, you may have to be patient; it may take time to schedule Jim to come to your airport for the work.

Jim used CherryMax rivets (a one-man operation) to install the smaller rear windows. Later on, I decided to replace them using regular rivets (of course, this took *two* people – one to drive and one to buck). Good friend Ed Smith and I did this work together down at Ed's hangar.

Some Paint Work

One thing that Jim does not do (and he did state this up front) is touch up the paint. After Jim was done one of the A&Ps on my field, who is skilled at painting, did the paint touch-up work.

The Results

The results speak for themselves. The windows look great, function perfectly, and nicely complement the plane's interior and exterior.



Regional News

Southeastern Bonanza Society Fly-In to Titusville, Florida

March 21-24, 2013

Thursday afternoon, the Bonanzas and Barons began arriving at Titusville Airport (KTIK) and the occupants were transported to our nearby hotel by our rented vans. The hospitality room was abuzz with activity as we made new friends and reacquainted with old ones. All went to dinner at Paul's Smokehouse and then resumed socializing when we returned to the hospitality area.

At 9:00 in the morning on Friday we boarded the vans for Cape Canaveral, where new SEBS member Bill Moore (who happens to be the head of the Kennedy Visitor's Complex) had arranged a very special tour. After he and his staff greeted us on arrival, we boarded our own bus for a close-up and personal tour of Pad 39A (last Shuttle launch site), the Vehicle Assembly Building, and the old Central Control Room.

The highlight of the event was a tour of the new building housing the Atlantis Space Shuttle. The building is still under construction and the general public is not yet admitted; however, we were allowed to don hard hats and be guided through the facility where the shuttle is currently mounted and wrapped in shrink wrap to keep it protected from the construction dust. It was brought directly from the runway after its last landing, and the building's final wall was built around it. When unwrapped, it will still have the burnt tiles from re-entry and a collection of space dust.





After the Cape tour we had an early dinner at a popular eatery called Dixie Crossroads. We got a lot of dirty looks as the 36 of us marched past a large crowd of patrons waiting to be seated. After eating the seafood we understood why the place is so popular.



Saturday morning we arrived at KTIK around 10:30 where a crowd of 10,000 of our closest friends were assembling for the TICO Air Show. No problem for us though – we were allowed to park at the FBO and in about 25 steps were there. Those of us who had purchased Beer Garden tickets in advance were not disappointed as it provided beer, lunch, shade in a tent, chairs, and some contact with the performers including the USAF Thunderbirds, who were the highlight of the show. This was their last show for the year due to sequester.

Our banquet was held at the hotel on Saturday evening. Everyone was glad we didn't have to travel anymore that day. Door prizes this time were two sets of SEBS-engraved ice buckets with four engraved glasses, won by Jack Baker and Cindy Branning.

Sunday dawned with worsening weather and many decided to stay an extra day to avoid flying in the existing conditions there and to the north. Many thanks to Dick Boden and Joe Bryant for driving the vans, and Bill Moore and his staff for the outstanding tour they provided the group.



New Airworthiness Issues

Service information, bulletins, and Airworthiness Directives are time-sensitive safety information. Watch www.bonanza.org, ABS Hangar Flying, and ABS's weekly e-publications for airworthiness issues as they arise.

► Control Cables SAIB

The Federal Aviation Administration has issued a Special Airworthiness Information Bulletin (SAIB) on the importance of inspecting flight control cables. SAIB CE 13-27 “is intended to remind owners and operators of any airplane with cable-driven flight controls of the importance of adhering to existing inspection procedures in the applicable maintenance or shop manuals.”

FAA specifically recommends:

1. Follow the existing maintenance instructions and inspection intervals.
2. During inspection, operate the flight controls through their full travel so all portions of the cable are exposed for inspection.
3. Review AC 43.13-1B, Chapter 7, paragraph 7-149: “Cable System Inspection.”

For full details read SAIB CE 13-27.

► Continental Motors Extends Some TBOs

Continental Motors, Inc. (CMI) has increased some engines' recommended Time Before Overhaul (TBO) up to 400 hours on Gold Standard factory-produced engines. The majority of engine models manufactured after February 2012 have TBOs increased by 200 hours. If an engine consistently accumulates 40 or more hours per month since being placed in service, CMI adds an additional 200 hours to the recommended TBO. Engines that have been modified from their original type certificate or overhauled by someone other than CMI do not receive a TBO increase. CMI's recommendation of TBO hours or 12 years time in service, whichever occurs first, remains in effect. For full details see CMI Service Information Letter SIL98-9B.

Testimonial

N6641M was scheduled for Thursday, April 11, 12:30 p.m. at Waypoint Aviation at KRAL. My mechanic and I arrived at approximately 11:30 and an entire crew was waiting to guide 41M to its parking place. We had lunch at the airfield diner, only to return just before our scheduled appointment. The plane was in the hangar, disassembled, and ready for inspection.

What a great learning experience for me and my mechanic. Everyone was professional, everyone was super nice, everyone had input on various conditions and issues that had arisen or could arise in the future on my 1979 A36.

The ABS inspector found fuel weeping from the injector motor adjustment screw and the landing gear was out of tolerance. Parenthetically, 41M has just over 2,000 airframe hours, and the last couple issues of ABS Magazine had articles on the 2,000-hour inspection/replacement advisories regarding the landing gear. The Service Clinic inspection confirmed the warnings in these articles. We flew home gear down (ugh – slow!) to make sure we didn't have an emergency before the gear could be serviced.

We scheduled the Service Clinic to coincide with 41M's annual inspection. My mechanic had been to a Service Clinic before and opined that the clinic essentially was half of the annual. I saved money and got a team of experts to go through my plane. The thoroughness, efficiency, [and] friendliness of everyone made this an absolute bargain and wonderful experience. I'm back next year, and the following year and the year after that.

The Waypoint Aviation folks were awesome, and their knowledge of the Beechcraft product is impressive. They'll get my business when 41M needs specialized service.


Thanks again for providing this valuable, essential service – well worth the cost of the clinic and membership to ABS. Now, on to the BPPP training.

—David DePaolo



Waypoint Aviation Hosts Service Clinic

Waypoint Aviation of Riverside, California, hosted the ABS-Air Safety Foundation Service Clinic, April 11-14. Waypoint owner Paul McCracken and his crew are pictured here with ABS inspector Bob Olson and his wife, Lois.

Every mechanic at Waypoint is a licensed pilot or student pilot, according to Bob Olson, and some own their own Bonanzas! Waypoint Aviation will also host the ABS Maintenance Academy in September. Visit www.flycorona.com or call 951-907-1432. 

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.



406 MHz ELT

Peter Grass, Lexington, Kentucky

Q. I'm getting ready for my 1989 F33A to go into annual. I'm considering changing my ELT to the newer 406 model while the airplane is opened up. Any recommendations on a model/brand of ELT to consider if I make this change? Anything else I should ask my mechanic if we do this installation?

A. I personally recommend the ACK-04 because of its price and function. You should have it installed by an avionics shop and have it interfaced to your GPS. With it interfaced to the GPS, it will report its last position if it is activated. This will reduce the time to alert by Search and Rescue from hours to a few minutes after activation. If it is a false activation, you will be contacted within minutes. You must register your unit with SRSAT and keep the registration up dated at least every two years or when ever any of your contact information or "N" number change. The contact information is provided with the unit. You can read about the unit at www.ackavionics.com/. They sell the units thru distribution, and you can either have your avionics shop order it or buy one yourself and get it installed by the avionics shop. Get a labor quote before you purchase. Each aircraft installation is different, but I would expect it to take 10 +/- hours of labor, less if the airplane is opened up and the existing unit mount can be used as is. The GPS portion of the install is probably two to four hours, but I would not install it without the GPS interface work accomplished. One place you can buy a unit is at Aircraft Spruce: www.aircraftspruce.com/pages/av/elts_zack/elt406.php. You have to also purchase a few batteries that are not supplied with the unit. You can get the batteries locally. The batteries are for the GPS interface powering and powering the required buzzer. See the install manual for the battery types: www.ackavionics.com/pdf/E-04%20Install%20Man%20Single%20Page.pdf. —JC

V35B IO-550 conversion performance

Scott Rosales, Austin, Texas

Q. Can you help me find performance numbers for my V35B Bonanza with an IO-550 Conversion?

A. STC holders are not required to derive or publish performance data for engine upgrades. The FAA certification rules permit a statement that the airplane will "meet or exceed" its originally published performance numbers. This is usually true, except that fuel burn will not meet or exceed "book" figures because the engine is developing more horsepower and, in most cases, burning more fuel.

I've emailed you a scan of the IO-550 cruise performance charts from the 1984 and later A36 *Pilot's Operating Handbook*. If you operate the mixture as described in the Beech books (20°C rich or lean of peak EGT, your choice) you should get the approximate fuel flows shown in these charts. Since your airplane is lighter and less "draggy" (lower wetted area to create friction) than an A36, you should get a faster speed for a given power setting assuming your airplane is rigged properly. As with any individual airplane, the performance will vary from "book," and you'll find over time what to expect from your aircraft. —TT

South African Instructor

Thoe Truter, South Africa

Q: Reference your ABS Flight Instructor Academy program. I've been instructing in South Africa for the past 43 years and have done so on almost every Beech product. Will it become possible to get approval as a Beechcraft Pilot Proficiency Program representative in South Africa through your Instructor program?

A: Yes. Complete the ABS Flight Instructor Academy program and your name and contact information will appear on a referral list on the ABS website. Although we don't have the capability of providing the standardization flight in South Africa at this time, and therefore cannot make you an "official" Beechcraft Pilot Proficiency Program instructor, you will have access to all BPPP standardization materials and our techniques manual to provide a similar service to your customers, our members, in your country. Enjoy the program. I'm looking forward to expanding the reach of ABS flight instruction to South Africa! —TT

Follow-on [ed.]: Awesome. This is a wonderful illustration of the power of our enhanced BPPP when it is combined with the Internet to reach interested parties worldwide. The increased safety that the ABS can now easily provide to our members is shown by this request from Africa. What you have put together is remarkable and may just become the highlight of your flight instruction career in terms of overall impact on aviation safety through better training. —Tom Rosen, ABS Board of Directors



Gear door corrosion

Michael Fruge, Branch, Louisiana

Q: I have corrosion on both inside gear doors on a 1981 A36. Can this be repaired? What are my options?

A: It depends on how bad or deep the corrosion is. Surface corrosion that has not penetrated more than 10% to 15% of the skin thickness can be cleaned off using Scotch Brite or sand paper. Then, for a temporary fix, you can spray this with a zinc chromate-based primer for a short time until you get it fixed permanently. For the permanent fix, acid etch, apply alodine, then prime and finish-paint the affected area. For the etching and alodining, I use Dupont's Aluminum Prefinishing System. Step A is the etching step, while step B is the alodine conversion coating. Most automotive body shop supply houses can supply these products.

If the corrosion is deeper than 10% to 15% of the skin thickness, then you need to have a mechanic evaluate it for a skin repair. If it's bad enough, this may mean replacing the entire door. —AM



New Life Membership

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

Ronald Baade, Niles, Illinois

A member since 2012,
he flies a 1966 V35.

Aureo Freitas, Jatai, Brazil

A member since 1998,
he flies a 1982 B55.

Alternator out sensor

Fred Sweet, Roscoe, Illinois

Q. I am having trouble locating the Alternator Out sensor on my 1981 E55 Baron. The left alternator out light stays illuminated despite a properly functioning alternator. The fuse off the aux post of the alternator is okay. Alt aux puts out 13.1 volts running. I suspect the sensor/relay is malfunctioning and would like to replace it. I'm just having a hard time finding it. I could not locate it in the engine compartment anywhere near the alternator or on the underside of the alternator under the baffling. I suspect it is on the firewall or just behind the panel, but I cannot see it and do not want to take apart the panel unless I know it is there.

A. On your model there is an alternator out relay located in the outboard panel just behind the engine firewall. It is the small panel with the Dzus-type ¼-turn fasteners. This model uses an alternator out relay, which is powered with the voltage from the alternator AUX terminal. In addition to the fuse there is a resistor located inline just before the relay. I suggest making sure that the wire between the alternator and the relay has good continuity and verify the resistor is not damaged. If the circuit is intact, I suspect the relay has failed since the relay provides a ground for the lights in the relaxed position. I have e-mailed you a wiring print to aid your mechanic.—BR



Flying V antenna

Robert Zook, Bloomington, Illinois

Q. Is there a company that refurbishes the Flying V antenna? My avionics shop doesn't want to install nav blade antennas without supporting paperwork. Is this considered a minor alteration, or do I need an STC, or a DAR?

A. Avionics Specialist, Inc. advertises it refurbishes antennas of all types. I do not have any firsthand experience with them; however, you may give them a call and interview them about your needs: www.avionics-specialist.com/maint_antenna.html.

The legality of blade-style nav antenna installations seems to be at the mercy of the installer. While some avionics shops consider them a minor installation and easily installed using the guidance of AC43.13, others consider it a major alteration that requires engineering data. I suggest asking your avionics shop if they would consider installing the antenna using AC43.13-2B Chapter 3 "Antenna Installations" as acceptable data. Fill out a 337 referencing the AC43.13 and file it with the FAA in Oklahoma City.—CB



Altitude limitation

Wade Nearing

Nelson, British Columbia

Q. My V35B is my first Bonanza, purchased in July 2009. After 20 years in my Cherokee 180D, I am really enjoying the speed and performance. My panel is placarded with "FLIGHT NOT APPROVED ABOVE 15,000 FT." I did not see the absolute ceiling for my V35B in my POH. Why is this aircraft limited to 15,000?

A. There is no such limitation on the V35B. However, altimeters and static systems are certificated to a maximum altitude that may vary depending on the results of required periodic testing. If the pitot/static system has a leak it might be that the system works well enough to be certificated to that height but not above. I'd look through the logbooks to find when the placard was installed, and the reason. Then see if subsequent testing, repair, or replacement of the offending system has negated the need for the placard.—TT

Finding a BPPP instructor

Kenneth Malvey, Overland Park, Kansas

Q. I have a new G36 Bonanza on order that I will be taking delivery of in June. I am transitioning from a G1000/GFC700 equipped Cessna 172 so I will need some transition training. I've looked at your list of instructors and, unfortunately, there are none in Kansas City. The closest instructor I see that lists G36/G1000 competency is in St. Louis. So, my question: How does one become a BPPP instructor, or BPPP "certified" to instruct? I ask because I have a very, very good CFII that I currently use who is interested in helping me with the transition training. Since you don't have any instructors in Kansas City, and he has interest, it just occurred to me that maybe he ought to get BPPP certified. For what it's worth, he was an FAA Flight Instructor of the Year, recently ran the largest flight school in Kansas City and St. Louis, and now works in the FAA's air traffic control center



in Olathe, Kansas. I would appreciate any light you can shed on this for me. **A.** ABS recently announced availability of the ABS Flight Instructor Academy. It sounds like your CFI would be an excellent candidate to become a BPPP instructor for the Kansas City area. Please see the ABS Academy, at www.bonanza.org/9-news/954-abs-announces-flight-instructor-academy. Invite your instructor to send his resume to me and to enroll in the ABS Flight Instructor Academy.—TT

[Follow-on] Geez, Tom, I'm impressed with how quickly you responded. That's very impressive! As you likely gathered from my note, I'm new to the Bonanza world and just recently signed up for a trial membership to ABS. I guess I'll be converting that to a paid membership! Thanks for the link. I'll read it and pass it on to my instructor. —Kenneth

Aux tanks fuel line fitting

Bob Lewis, Woodland, California

Q. On page 2-134 of the “Illustrated Bonanza, the fitting that ties the two auxiliary wing tanks together is an AN 824. However, my Bonanza and all the others I have worked on have an AN 918, which provides a port for a sump drain. Do you know of any Service Bulletin that confirms this change? The 918 is obviously factory-installed, as all the Bonanzas with auxiliary wing tanks I have worked on have the system plumbed exactly the same (using the 918).

A. According to the information I have, the sump drain fitting is an AN970-2D, which has the drain valve CCA-4850 screwed into it for each side if you have dual auxiliary cells. The fitting I think you are referring to allows the two cells to be connected and feed the fuel selector.—BR

Two questions

James Mulligan

Mesa, Arizona

Q. I have two questions. The first is about cracks in the floor beams in the location of the cabin step: Is there an engineering order or specific repair instructions from Beechcraft for cracks in these areas, or can AC43.13 be used as a repair guide? My second question regards magneto timing. The data plate on the IO-520 says to set the timing to 22 degrees Before Top Dead Center (BTDC), and the Beech maintenance manual says to set timing from 19-21BTDC. I have always used the data plate information for setting the timing. Is there a reason the manual recommends 19-21 degrees?

A. Step-related floor structure cracks have no direct Beech engineering repairs. A good sheet metal man using best practices and AC43.13 will be capable of making an appropriate repair. Setting timing closer to TDC than specified by the engine manufacturer is going to have negative effects on cylinder head temperature. For best performance, set timing using a digital protractor as close to data plate numbers (22 degrees) as possible.—CB

[ed. note: The manuals were changed many years ago.

The TCDS, as well as all current manuals and Service Bulletins, call for setting 22 degrees BTDC.

Old engines and their data plates may still show 20 degrees, but the data plates should have been changed.—Stu Spindel]



Flap cables

Geary Keilman
Las Vegas, Nevada

Q. Are the flap shaft and cables removable for inspection and lubrication when the flap motor is removed? Also, what type lube is used to lube the cable?

A. Even with the flap motor removed, there is no easy way to remove the drive cables from the airframe to clean or lubricate them without quite a bit more work. The best solution is to simply apply LPS 2 spray lubricant to the flap motor end of each cable while spinning them in both directions with an electric drill. Be careful that the flap drive actuator does not bind against its internal travel limit in the up or the down direction while doing this. When it is all complete, you will need to re-rig the flaps per the Beech maintenance manual.—CB

Colemill STC support

John Rusaki, Tampa, Florida

Q. Does ABS know where I can get the four-page aircraft “Flight Manual” supplement for my IO-550 President II conversion B55?

A. Mike Jones Aircraft Sales in Murfreesboro, Tennessee, holds the rights to the Colemill STCs, including copyright authority for the POH supplements. Contact Mike Jones at www.mikejonesaircraftsales.com, mike@mikejonesaircraft.com or 615-896-5678.—TT

CamGuard and Aeroshell 100 Plus

George Miller
St. Thomas, Virgin Islands

Q. Bob Ripley recently advised someone in the Tech Tips column of the *ABS Magazine* [April 2013] not to use Cam Guard oil additive if they used Aeroshell 100 Plus engine oil. My question is, why not?

A. Aeroshell 100 Plus already has the additional corrosion preventative additive in it. There is no need for any additional additive.—BR



ABS extends condolences to the family and friends of this ABS member who recently passed away.

Schaeffer Dean, Garland, Texas
A member since 2002,
he flew a 1988 F33A.

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] A36, E505. It and I live in New Zealand. My Bonanza is a great aircraft but I am very cautious with it off main runways. Also, I have been flying since 1959 on agricultural work and have probably acquired something like 300,000 landings on 3000-4000 meter airstrips. All successful I might add. I also have trained considerable young men onto strip operations. From this I find the go-around is the most misunderstood or least thought about phase of flight, therefore mismanaged with dire consequences. A couple of additions to Thomas's very good article I would

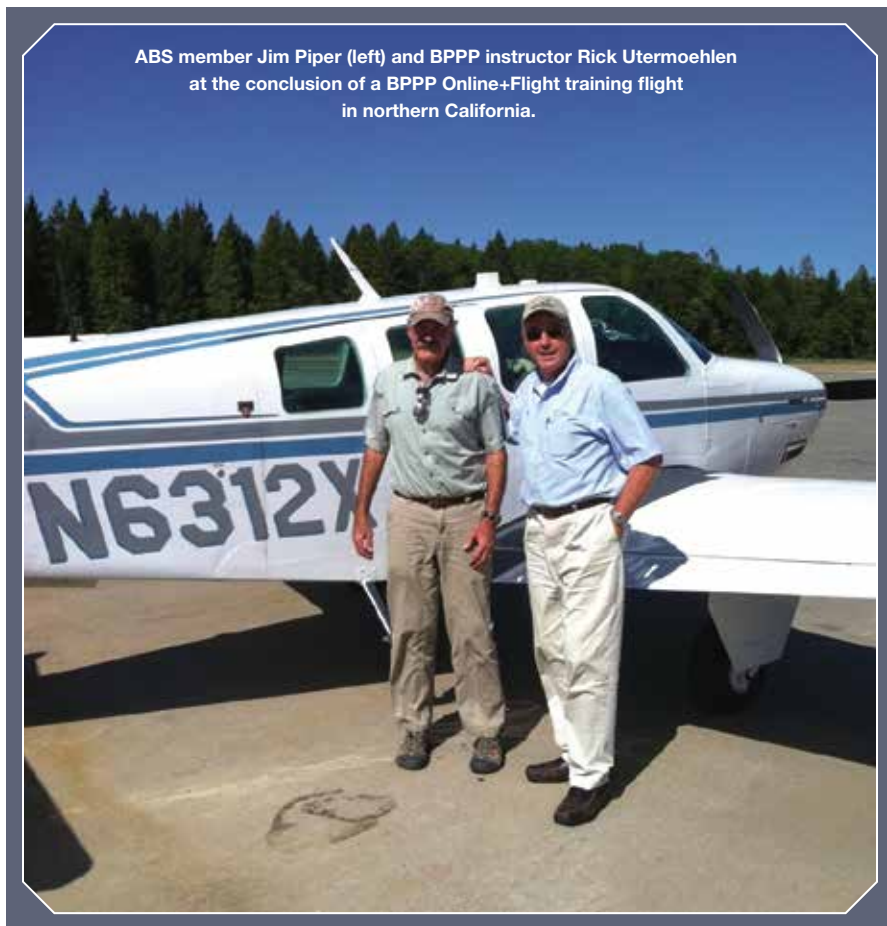
to add are: On the decision to go around immediately, smoothly apply full power, lower the nose to get a safe maneuvering speed, clean up drag, and when 90 or 100 KTS climb away or turn away but not before. This needs to be practiced laden until firmly fixed in brain. Almost everyone is hesitant to apply full power because they are in indecision and then they pitch the nose up, wash off speed, and never get it back. Second, a pilot must pick a go-around point that is realistic and after this point is passed will land regardless. Even if it means wrecking the aircraft. At this

stage the aircraft becomes a safety suit you are going to wreck progressively to kill inertia and save your passengers and yourself from injury. Many people have been killed and maimed overshooting after passing the decision point, applying power and crashing past the safe landing zone. Great mag. Find I haven't finished learning. Could write a book but tried to keep it short.

—Andy Stevenson

Regarding the propeller nuts and washers Tech Tip in the March ABS Magazine: First of all, in my opinion, anyone asking for the propeller nut torque should be referred to the proper documentation as required for any maintenance on our aircraft. Especially the propeller. However, when answering such a question a more complete response ought to be used in order to hopefully prevent confusion. Firstly, Hartzell mentions all torques are dry with cleaning instructions. McCauley is the opposite. Secondly, the type of flange has differing torques. Thus the "F" flange on my aircraft has only 70-80 ft-lbs. Thirdly, there is a torquing sequence [that] needs followed. The Hartzell manual indicates "mounting nuts may be reused if they are not damaged or corroded." In my experience this type of locking nut does not lend itself to frequent reuse and should be evaluated with a jaundiced eye.

Since there are distinct differences from manufacturer to manufacturer and model to model, a partial generic answer is inadequate and likely to be utilized incorrectly. —Bob Butt



ABS member Jim Piper (left) and BPPP instructor Rick Utermoehlen at the conclusion of a BPPP Online+Flight training flight in northern California.



[The Tech Tip in question concerned a Hartzell propeller on a Baron. Mr. Butt is correct that the answer may differ with different airplane models and installations. This reminder applies to all ABS Tech Tips. Mr. Butt is absolutely correct that all maintenance and repair should be done by a mechanic who has the proper manuals and documentation for that specific airplane. Since there are so many different configurations of Beech airplanes, and so many possible modifications, it is incumbent upon the airplane owner to make the correct information available to the mechanic. Note that the U.S. Federal Air Regulations make the airplane owner directly responsible to ensure the airplane is properly maintained. Regulators in other countries likely have similar rules. —ed.]

I really take issue with [member Ed Beers' comments in] the forum section of the February issue. With very close management and attention to maintenance, avionics, engine and fuel management, it still costs well [over] \$200 an hour to run my airplane, and I believe that is a low figure.

People who own Bonanzas aren't all millionaires and can't afford big city mechanic rates of \$90-\$100 an hour. Every day it is harder and harder to stay in aviation, and it makes less and less sense. I work with my IA and do some repairs under his watchful eye. These repairs are closely monitored by my IA and I feel Mr. Beers' attitude smacks of someone running a high-priced maintenance shop, or [he] is just bitter.

Hundreds of owners of Bonanza owners out here are competent mechanics and are capable of doing annuals under an IA. To address the TBO comment I suggest Mr. Beers talk to Mike Busch about TBO. Getting out of aviation as Mr. Beers advises is not an option. If it was there would be no ABS.

—Michael Silvester

[Ed Beers' comments in the February issue concern his experience with airplane owners who knowingly cut corners on maintenance solely to save money. A qualified aircraft owner working under the supervision of a certificated mechanic can indeed realize significant savings, as Mr. Silvester states. —ed.]



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1968 V-35A Bonanza. Bonanza, 2570 TT, 875 SMOH, Collins Microline IFR, Strikefinder, Intercom, 3 Blade, Cleveland, Brittan Leveller \$85,000 OBO. 330-207-9535 or e-mail vcian@netscape.com.

77V35B with 100 gal. tip tanks, 300HP, 3 blades, Century III. All King except Garmin 796, 1355 SMOH, 521 STOH, 5920TTA. Dallas. \$200,000 or best offer. N4FH@aol.com

'63 Bonanza P35. Very clean, always hangared, AZ, no damage. Mechanic pilot owned. Call for pictures and list extras and condition. \$60,928-713-3943 Bob.

1955 F35 Bonanza. \$49,500. 4499 TTAF, 350 SMOH, Beech Electric Constant Speed Prop, KMA-24 Audio Panel, KX-155 with KI-209, vertical card compass, KT-76A transponder, 4 place intercom, long sloped windshield, T3 autopilot, Garmin 295, Cleve brakes. Call Russ at 330-644-8160.

1979 V35B. TTSN 4575, 275SMOH, Mike Smith, Speed Mods, Top speed 184K cruise 178K. KFC 200 auto, Garmin 430, Good Avionics, Scimitar Prop. Always Hangared. Many extras, same owner 24 years. \$129,000. Don Taft call 217-553-7705.

Pristine 1989 A-36 AFTT 2485, SFREM 775, KFC150 AP, GTX-330 w/traffic, EDM-700 6-Probe, JPI Fuel Flow, Hot Prop, 4/13 Annual, Complete Air Mod Interior and Sky Harbor Paint, Both Better Than New! \$242,500. Dan Volin 815-451-2696; aerojetservices@aol.com.

1952 Bonanza C35. 6000TT 1000SMOH 350POH E185 Cygnet dual yoke, baron front seats, 1/4" tinted glass, speedslope. RMI HSI w/glideslope Bendix/King audio & Comm, Garmin GPS155XL & dig EGT. Will 602-345-0338, \$20K.

Beechcraft '95 Travel Air for sale. 1958 BE-95. 875 SMOH left and right. Newer props with chrome spinners. This is a one of a kind Travel Air. Speed brakes. Ray Jay turbo-normalizing. Copilot instruments. Beautiful paint. HSI, Century III auto pilot, just out of annual. Beautiful aircraft. See pics/advertisement at Barnstormers.com. Cell 612-743-9268 and e-mail: wingsandwires@yahoo.com. Price \$59,995.



1969 BEAUTIFUL 69

Beechcraft A36, 4400 TT, IO-550 Conversion, 1300 since factory, 300 since TOP new cylinders and magnetos, D'Shannon 15-gal tip tanks, total 104 gal. New Avionics panel and leather interior 2009, Aspen Pro 1000, synthetic vision, Garmin 480 coupled to Stec 50 and Aspen, Garmin GTX 327, ModeS, Gear Advisory Warning system, Garmin 696 with chartview and XM weather data, JPI eng. miltonreskovich@hotmail.com

1979 Beechcraft F33A 2985 TTAF, IO-520BB (285hp), 1235 SFRMN, 440 SPOH. All COMP at 76-78/80, Garmin 430/396 GPS/Nav/Com/Map, Garmin GTX-327 Transponder. Century III A/P w/alt hold. Supersoundproofing. Bose headsets. New Paint 2011. No damage, No corrosion. Bonanza school. Hangared at KCOI. \$119,500, Cell 321-506-5042; E-mail: bsmith@cfl.rr.com.

1/3 Partnership A36 KDPA 1972 A36 Hangar DPA NDH 4400 TTAF 1200 SMOH New Paint & Interior Full IFR Apollo GPS/Com, SS, April annual All ADS \$40,000. Contact DuPageBonanza@gmail.com.

1977 B55 for sale. Owner's business and recreation missions have changed. For more details please call and ask for Ed, 205-807-5800.

2002 Pristine Bonanza A-36 for sale. Hangared, fresh annual, 1400 TTAF, standard instrument package plus engine monitor, tip tanks – babied. All maintenance performed at SR Aviation in Georgetown, Bonanza specialists. Flies smooth as silk and is cross-country machine with tip tanks. Georgetown TX (hangar available) – send me e-mail and I will e-mail pics. Thanks for your interest. Jeffrey L Minch minch2011@gmail.com; 512-656-1383 cell.

Partnership: 1982 B36TC. Annual just completed by Windward Aviation caught up everything not handled on initial purchase. TTAF: 2900, 990 SMOH, 3 cyls < 200 hrs, 3 cyls new. Looks 8/7. 530W, 430, KFC200, built-in O2, etc. Fantastic traveling machine. Based at KSUA, relocation, share pct, etc. negotiable. Lee 650-619-3446, clee_harris@hotmail.com.

Beautiful 1975. V35B, N4581S, 3072TT, IFR, IO-520, 1395 SMOH, KFC200 AP/HSI, Collins Stack, KLN 89B, Stormscope, NDH, Always hangared, same owner last 20 Years, Arkansas \$87,500. Call 501-450-6296 www.ottodental@yahoo.com.

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

1979 F33A in Mint Condition. 248 hrs on Eng & 3 Bld Prop Western Skyways overhaul. D'Shannon Baffling, Century III w/alt hold & App Coupling, Stby Elect Hor, GEM, Storm Scope, Shadin Digital Fuel Mgt, ICARUS AltAlert Sys, Gap seals, “Knots 2 U” HID Pulse Light, Tanus Eng Heater, NDH, Always hangared. \$138,500. Call Ben 702-369-4168, cell 425-269-4168.

'64 S Bonanza. Very clean original airplane. 380 Reman, 4800+ TT, 3-blade McCauley, King Silver Crown. 2001 GPS, GAMIs, Cleveland, Oil Pre-heat, Strobe, Century I coupled. July annual completed. \$74,950 OBO. 360-432-8292 (WA); egpilg@msn.com.

1980 58 Baron 9353TT 1425REM 90 new cylinders; JPI760 KFC200 GNS430W/530W GTX330 GDL69 Radar A/C more. Beautiful throughout pics available. Jim danceskater@cox.net (918) 724-0218.

2008 G58 Baron. N265DB.TH2241, 1051 TT, G1000W, Clean logs, \$820,000. Call: Cory 801-860-9762; coryb@cbaviation.com.

INSTRUCTION

Beechcraft Instructor, Southern California, All models of Bonanza and Baron. Your SoCal, experienced Beechcraft training specialist. Dan Ramirez 949-429-8273 or 909-262-7737 or Danu35@aol.com.

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.

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.

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.

1st Flight across the North Atlantic? Need help with insurance? Would you like to fly over & then visit the Duxford Air Museum? Hastings? The Normandy Beaches with a pilot who knows the territory? E-mail: Captainedc@aol.com or www.flythepond.com.

P-Baron, Baron, Bonanza; initial, recurrent training, insurance approved, nationwide; systems, operational considerations, mishap review, FAR review, advanced avionics. I come to you, E55 owner. 25+ years aviation training experience. Dave Garvey 925-212-3274; dgarvey@flyatm.com.

Bonanza Instructor – all models. North Central Florida – will travel. Initial and recurrent training, IPC's, flight reviews, insurance check outs. BPT instructor. Buck Williams, ATP CFII MEI. 352-222-0873. www.masterwingsLLC.com/HMW.

EQUIPMENT, PARTS, SERVICE

Refurbished Hartzell Propeller being offered for sale. This prop was removed from a G-35 Bonanza. The prop is currently at the Sensenich Propeller shop in Lancaster, PA. I had the prop shop take the unit apart, inspect it for a rebuild and it's waiting for a new home! Because this model has a 5 year limit on the rebuild we will wait to confirm the sale before completing the unit. Please do not hesitate to ask any questions about the prop. I can be reached at 703-906-6525 (Alex) and I can also put you in touch with Ray at the propeller shop for any questions. The Sensenich shop will provide a new log book and all of the paper work needed for return to service. If you prefer to pay Sensenich directly we can work out those details. Offered separately is the collar for this unit as well. Shipping or local pick up as needed.

Under wing fuel vent tube repair kit. Stainless. Many installed, easy, inexpensive, same function, looks better, \$89.95 for 2 with instructions. Heino Moeller 714-394-6609.

1991 F33A McCauley three blade prop with spinner, 1250 snw 250smoh. \$4000. 316-648-0132

Wing Tips for 84 A-36 with strobes, lights & lens. Excellent condition. \$1200. E-mail: wbbBruceMD@yahoo.com for photos. 570-768-9306.

58P Baron Engine for Sale from a 1980 P58 Baron TSIO520WB3B has 790 hours since overhaul by Western Skyways. 90 Hours since NEW cylinders. Just finished teardown inspection, ready to go. Located at John Wayne Airport, Santa Ana, CA. Call for price: (760) 250-9445 Dennis.

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

2007 Bonanza G36/A36. Wingtips and lights with model 9007904 Whelen, power module for lights. \$1500 obo. (309) 645-9774 or evolti90@yahoo.com.

McCauley Propeller. Two Blade McCauley Propeller from V35B. 2A36C23-PEG, excellent condition, approx 400 SPOH (11/06). \$1900. Call 860-691-0417 or e-mail f.edson@sbcglobal.net.

Fuel Gauge Printed Circuit Modules Rebuilt F33, V35, A36 Bonanza and Barons. Guaranteed. Replaced if defective. \$490 ea. Exchange. Send old unit or call: Birks Aviation Products, 3520 W Saymore Lane, Peoria, IL 61615; 309-686-0614; e-mail: jbirks2@att.net.

Avionics: KING KX 155 NAV/COM (\$1,500.00). King KR86 ADF (\$150). Apollo GX55 (moving map gps) with antenna / manual (\$1,500). King KMA 24 panel (\$350). All tagged. All to be sold in one lot or separate for best Offer. Phil 780-940-5327, philstuffco@shaw.ca.

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.

Garmin 496 system for sale - GXM 30A & low profile antennas, auto/yoke/friction mounts, all adapters/cables, 12v auto cable w/speaker, guides, etc. Still in original box. Looks like new - pictures available by request. \$1200 + shipping. 513-477-7383. Contact: larrybennell@aol.com.

WING TIPS: 1990 A36, perfect, with strobes, lights, lens \$1200 obo. osdom@pipeline.com or 207-607-2561.

Inventory sale miscellaneous parts including Beech. 2 spinners #c-2285-6p, jump seats for Baron, deice boot #27-7d5164-12. Everything new. Call 864-574-8560 for stock and pricing.

Wing Tips. 1970 V35B. Includes Strobes Lights Lens. \$600. 949-433-3330.

Aero Surfaces is lowering its labor rate to offset the increasing cost of rebuild parts. Call us at Ruddervator City for a quote, or visit our site. AeroSurfacesLLC.com FAA Repair Station OG3R735L. 530-893-5416; e-mail; aerosurfaces@chico.com.

Aluminum Baron Elevators. Reskin your Baron Elevators in "Aluminum." Travel Air D and E models, all 55, 56, 58 (to include TC and P models). Exchange available, no more corrosion problems, "replace one elevator at a time." Available at SRS and other trusted Beechcraft Flight control overhaul facilities. FAA CRS #U5LRO68X, FAA/PMA. www.srsaviation.com. Toll free 877-364-8003.

Flight Controls Re-Skinned. We re-skin Elevators Flaps and Ailerons 33 to King Air 300. All flight controls are built in fixtures by experienced craftsman. FAA Cert. Repair Station U5LRO68X. Call SRS Aviation Toll Free 877-364-8003; www.srsaviation.com.

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.

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.

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.

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.

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 thru D-2680) and Ruddervator (D-2681 and after) travel boards. RESERVE AHEAD for your inspection/repair. ABS HQ 316-945-1700.

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

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

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; e-mail: airmech@sctelcom.net.

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

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.

WING TIPS for 1967 V35 and 2000 A36, strobes, lights & lens. EXCELLENT CONDITION. \$1,000 each set OBO. Bill 201-230-4757.

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. E-mail bonanzaparts@gmail.com or call requests to 530-661-1696. Visit our web page, www.bonanzaparts.biz.

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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.

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

REAL ESTATE & GETAWAYS

Sky Manor Airpark – Live with your Plane! NJ – Sky Manor Airpark – N40 – skymanorhomes.com. Build your dream home on one of our 12 open lots. Fly-in June 15th – come see us! Model home and hangar tours by appointment. Hunterdon Realty Group, 908-782-0095. Allison Mortara. Cell 908-268-2869. allison@robinhill.com.

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.

HOME NEEDS PILOT – My dad passed away and mom lives with me now. Their home in Love's Landing, Weirsdale, (Central) Florida must be sold. Loving family needed; home is used to a Bonanza. Priced right at \$369,900. Front and Rear Hangar doors, pool, and prime runway location. Please call Patty 352-362-4206.

Blakely Island, WA. No tourists on this private island in the San Juan Islands NE of Seattle. Enjoy marina, 2 lakes, community beaches & lush forest. Private paved & lighted runway. Nicely wooded lot with a beautiful water view. \$250,000, photos available, blakelyisland@aol.com; 503-639-4593.

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approach. (7FL6). Taxiway Homes from \$540,000, condo's 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.

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SHARE HANGAR SPACE at Boeing Field WANTED: Aircraft to share private hangar space at Boeing Field, Seattle Washington. The hangar is heated, 60' x 60' has an office and private restroom, will share with owner's Bonanza. Please call 206-999-7679.

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ABS Events for 2013

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

JUNE 8

BPPP LIVE at Camarillo, CA (CMA)

JUNE 9

ABS Flight Instructor Academy LIVE at Camarillo, CA (CMA)

JULY 29 - AUGUST 4

ABS at AirVenture – Oshkosh, WI (OSH)

AUGUST 8-11

ABS/ASF Service Clinic at SpanaFlight, Puyallup, WA (PLU)

AUGUST 22-25

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

SEPTEMBER 12-15

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

SEPTEMBER 20-22

ABS Maintenance Academy at Waypoint Aviation, Riverside, CA (RAL)

OCTOBER 9-12

ABS Convention at AOPA Summit – Fort Worth, TX

OCTOBER 16-20

Beech Party: 40th Anniversary of the Beechcraft Heritage Museum (THA)

OCTOBER 31 – NOVEMBER 3

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

Regional & International Societies

Visit these websites for more information.

- AUSTRALIAN BONANZA SOCIETY • www.abs.org.au
- BRAZILIAN BONANZA SOCIETY • www.bonanzaclub.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
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