

NorthEast Bonanza Group

Bonanza and Beechcraft Owners Newsletter

Upcoming Events

September 17

Brunch

Join your fellow NEBG members for brunch on Saturday, September 17th at Sky Acres (44N) in Lagrangeville, New York. We will meet at 10:00am at the restaurant.

October 20-23

*Panhandlerz Advanced
Formation Clinic (KMRB)*

November 12

*NEBG Annual Meeting
(KRDG)*

**Please RSVP for the events
above by clicking on this**

link: [https://
northeastbonanzagroup.org/
events/](https://northeastbonanzagroup.org/events/)



Message from the President

NEBG Members,

Our flying season is ending, but it has been successful. I will give a presentation looking back on 2022 on November 12th in Reading. I look at 2022 as being our first full “post Covid” season capped off by a very successful week in Canada.

We will also look forward to 2023. If you have any ideas, especially if you are willing to organize anything, contact me at mikemcnamara88@aol.com or 610-220-3140. We cancelled some proposed events this year because no organizers came forward.

As for me, I missed flying this summer. In early May I had a prop strike on my 260HP IO470N with over 2000 hours on it. It is a 1965 Debonair. I had planned on running the engine another 2 years (it was installed in 2010) and was planning on buying an engine, having it sitting in my hangar ready to go when the

airplane was taken out of service. The best laid plans of mice & men.

After my prop strike, I called Airpower for a Factory Reman IO470N (they call it factory rebuilt). Lead time was 9 months and they blatantly said, don't depend on that. Then it had to be installed. My mechanic called Penn Yan, a local overhaul shop. They quoted 1 year. 40 engines were sitting on the shop floor waiting on various parts. I couldn't spend a year without an airplane. I have had an airplane at my beck and call since 1995. I reached out to everyone I knew. I would have been happy to install another IO470N but would be willing to install any engine that was approved if I could get my hands on it.

An airplane owner in Illinois ordered an IO550B (300 HP +) from Airpower (dealer for Continental) and it took a year to show up. He opened the box, said it looked pretty, but a year is too long, and he rejected the delivery (the pilot/mechanic went in a different direction). I heard about it and managed to buy it from Airpower.

I immediately called D'Shannon for the availability of the STC, propeller, and baffling. The engine was approved and all parts including the Super Scimitar propeller were ready to ship. D'Shannon was responsive.

I use a mechanic I trust in the next hangar row at my home base. He operates by himself. He knows Bonanzas. I asked him if he was up to doing this. He looked forward to it and agreed to do it. He did warn me that he was getting a hip replacement but said that the engine should be done before that (it wasn't).

The local pilots were all full of "while you are in there, do this". I rejected most of them but did a couple things that weren't required.

I was using an ancient 1996 era Insight GEM 602. It didn't read out any temperatures in degrees, it just had bars that were 25 degrees high. I upgraded that to an Insight G2. The G2 has a plethora of things that can be displayed. I went with just the EGTs, CHTs and one fuel flow sensor mounted atop the engine.

I put one Surefly electronic magneto on the engine. I expect better hot starts, slightly better efficiency, and less maintenance. There was an option to retard the spark at cruise power which I engaged on installation. The Surefly mag is incompatible with Bendix (now Continental) ignition wires, so I had to buy Slick style wires.

I had a Horizon electronic tachometer since 1999. It worked perfectly, but Horizon went out of business, and nobody was around to change the red line. I replaced it with a similar tach from Electronics International.

I have the old-style dual needle combination Manifold Pressure/Fuel Flow gauge. I really like that gauge; aligning the needles is correct take off & climb fuel flows for high-density, high-altitude airports. I use it for cruise climb on every flight. Well, I needed a new one because of different red lines and fuel flows and Beechcraft doesn't make them. It was Steve Freedman of NEBG who pointed me to a sole proprietorship (one guy by himself) in Wichita who has been overhauling and trading in those MP/FF gauges forever. He was very good to deal with.

Guy Ginbey supplied all the hoses; he makes a great product. Look him up on BeechTalk but he doesn't advertise.

The D'Shannon baffling is impressive with 200 parts. Installation effort is impressive also. My mechanic had done one other install on a 550 before. D'Shannon wants the top of the engine clear (ignition wires above the fuel line and magnetos tilted up away from the engine) for better cooling. Another Bonanza on the field replaced old baffling with new D'Shannon and experienced 50-degree lower CHTs.

I was surprised that the IO470N through the IO550B all use the same exhaust. Mine needed some work so we just bought all new.

I have the B&C backup alternator. The STC applied to the airframe not engine, so it was still in effect. Wiring changes were minimal. I sent it back to them for overhaul.

We had the option under the STC of installing the engine tilted (like Beech does) or straight, which requires a reduced power takeoff, but less installation effort. We went with straight. I'll be sensitive to how much power I use on takeoff.

The air filter and plenum between the cowl and the engine in front had to be completely cut out and new parts installed. As far as we could tell, the old parts would work but, when the 550 first came out, Beech must have redesigned that front area "just because" and the STC must follow what Beech did.

As soon as we got the engine there was an AD that both magnetos were grounded. Somebody forgot to put the white grease on the roller inside. Would have been OK except that Continental ran the engine on a test stand that way, without the grease.

There are 7 STC's overall so lots of paperwork.

After flying 4,300 hours and 23 years behind 2 different IO470Ns, it will be different flying the bigger engine. I have been studying power setting charts and such. As you read this, I hope to be doing break in and making my first flights.

Mike McNamara

NEBG to Canada 2022

By Mike McNamara

On August 14 plus or minus (some people a day early or a day late), Beechcraft from Pennsylvania, Maryland, Massachusetts, New Jersey, Virginia and Chatham, Ontario all headed to Yarmouth, Nova Scotia. There were 20 people in all and thanks to Tayo and Nicki for organizing that 3-day Yarmouth portion of our week in Canada. Nicki is from a small town several miles from Yarmouth and still has parents there.

The trip was 3 days in Yarmouth, Nova Scotia followed by 3 days in Gaspé, Quebec.

In attendance were:

Tayo Akamo & Nicki	N814LA	BE36	Telford, PA
Brent & Jeane Hippert	N2UZ	BE35	Maryland and now Titusville, FL
Herbert "Jay" Drury and wife	N664E	BE35	Maynard, MA
Walter Harris, Sonia and 2 kids	N6656R	BE35	Morristown, NJ
Eric Spain and Toby	N233ES	BE33	Lynchburg, VA
Mike Harned & Susie	N8044U	BE36	Emmaus, PA
Gilles Michaud & Diana	CGDAP	BE35	Chatham, Ontario
Tom Wallace & Ellen	N58GW	BE58	Allentown, PA
Mike & Ginny McNamara			Pottstown, PA

Since my airplane is in the final stages of getting a new engine, Tom Wallace was gracious enough to let Ginny & I travel in his wonderful Baron 58.

NEBG has been doing weeklong trips to Canada for a long time and we missed 3 years due to Covid. It sure was nice being back. In Quebec, I think their English language skills perished in the 3 years that people from the U.S. were unable to visit. But we were very welcomed; losing the U.S. tourist dollars for 3 years was probably noticed.



NEBG at Yarmouth Airport

Thanks to Michael Madigan who organized the Gaspé portion of the trip even though he came down with an illness and couldn't go.

In Yarmouth, we walked around the little charming waterfront town, listened to music in the park and visited the various museums. It is a very walkable town with a great shipping history. Being the closest part of Nova Scotia to the U.S., there is a long history of shipping between the 2 countries. Currently there is a high-speed Catamaran between Yarmouth and Bar Harbor, Maine; it takes 3 ½ hours. While in Yarmouth, we visited the Cape Forchu lighthouse in a very naturally scenic area with dramatic rocks,



Cape Forchu Lighthouse, Yarmouth

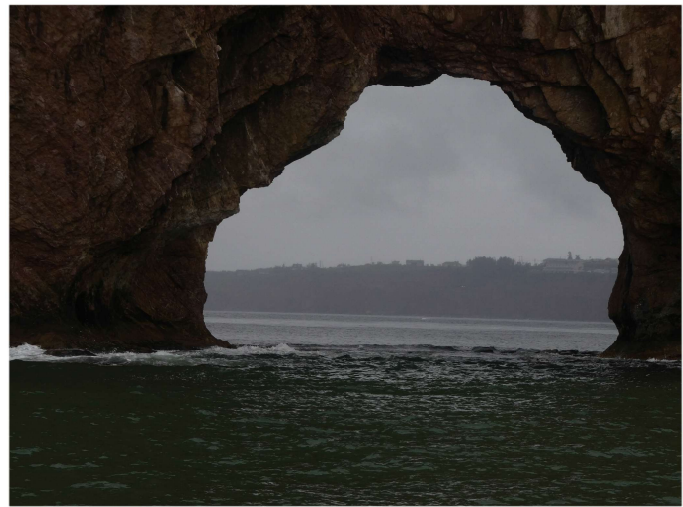
high tides, hiking trails and beautiful sunsets. They serve lobster at the lighthouse café. Yarmouth advertises the great night skies but, at least when we were there, was susceptible to fog and haze, especially at night.

The big business in Yarmouth these days is lobster. The highlight of the Yarmouth portion of the trip was the Lobster Boat Tour to the Tusket Islands for a great lobster dinner at their fishing shack. The 20 of us had the boat to ourselves and the crew was very friendly, taught us a lot about lobster fishing and the history of the area. They also entertained us with live music. Our host told us not to use a nutcracker to break apart lobster, use a knife instead. He showed us how to get all of the edible parts from a lobster in about 8 seconds. I was surprised that lobster fishing is only during the colder months. But they store lobster alive for the remainder of the year.



The flight from Yarmouth to Gaspé was in clouds, but clear skies for landing. The airport staff at Gaspé were very gracious and friendly. Fuel was available at both Yarmouth and Gaspé but required specially trained people to operate the pump. I think back on all the times I struggled with self-serve fuel at a

distant airport in the U.S. In Canada, they are basically self-serve pumps, but you call them out to help you. The pilot is not allowed to operate the pump. They operate the pump; you pump the fuel. Works great. By the way, the price of fuel is comparable to the U.S.; they have higher taxes, but we have a 30% currency advantage.



Perce Rock

Gaspé is the eastern point of the Gaspé peninsula, where the St. Lawrence Seaway meets the ocean. It is indescribably rugged, with beautiful scenery and numerous national parks. We hiked around several different sections of Forillon National Park, and Bonaventure Island, taking the ferry from Perce, home of the famous Perce Rock.

The Hotel Baker right in the center of downtown Gaspé was great except for the restaurant, which was flaky. The restaurant was named Tetu which is French for stubborn and that fit them exactly. The food was just average, service was friendly but quirky.



Hiking Bonaventure Island

We did have two dinners at a great French Restaurant where we had our own room with great service and great food. It was 2 blocks from our hotel and was a bed and breakfast.

Bonaventure Island has 250,000 Northern Gannet birds in attendance raising their young. These birds are 40 inches long and have a 6-foot wingspan, so these are large birds. In the fall, they will fly south, and come back to their same nests in the spring. Because that island never had predators, they are fearless and allowed us to walk among them. We also saw 30 seals off the island playing in the water making a racket.

The International Appalachian Trail starts at Mount Katahdin, Maine (where the AT ends) and goes to Gaspé where it ends at a short lighthouse on a tall cliff. We hiked a few miles from a parking lot to the lighthouse.

On August 20, everybody said goodbyes & headed southwest.



Birds at Forillon National Park

Panhandlerz Formation Clinic

Martinsburg, West Virginia (KMRB)

October 20-23, 2022

Organizer: John (Zaz) Zazworsky, johnzaz83@gmail.com, (717) 805-8234

Objectives:

The fall clinic will focus primarily on pilots with basic 2-ship formation experience who wish to become more proficient, learn advanced 2-ship maneuvers, and eventually advance to 4-ship flights. The actual flying schedule will depend on the experience levels of attendees, and we'll accommodate formation newcomers if possible.

The clinic will start with Thursday afternoon attendance at ground school for an introduction to advanced formation maneuvers and 4-ship formation procedures. Friday will begin with introduction flights to advanced 2-ship maneuvers, which will serve as building blocks for 4-ship advanced formation. Maneuvers will include: echelon turns, pitchouts and rejoins, extended trail, lazy 8 maneuvers in fingertip, close trail and diamond, and element rejoins. The remainder of Friday, Saturday and Sunday flights will be tailored to the experience and skill levels of attendees, with flying finishing around midday Sunday.

FBO:

MRB Aviation, 304-262-2507, flymr.com, is a full-service FBO and will provide full-service refueling at discounted prices.

Facilities:

Runway 08/26 is 8815 x 150. The tower has handled formation clinic traffic before. On the southeast side of the runway is the terminal building with parking space, conference room and the Crosswinds Café restaurant, open 6 am - 6 pm on Thursday for breakfast and lunch and 6am-8pm on Friday and Saturday for breakfast, lunch and dinner.

Accommodations:

Block room rates are arranged at Home2 Suites by Hilton (Martinsburg), at a group rate of \$119 per night. Government employees, active duty military & retired military may get a slightly lower rate. The room block is reserved under "Panhandlerz". Book rooms by calling the hotel directly at 304-579-8888 and selecting "0" to speak directly with the front desk (vs. pressing "1" which goes to central reservations). Alternately, you can use the on-line booking link: <https://bit.ly/3cYBvSU>.

If No block rooms are available, some local hotels offer FBO discounts (approximately \$10-15 below standard rate) when you mention you're a customer of the MRB Aviation FBO. Active duty & veterans can usually get a slightly better discount.

The most convenient hotels are on Foxcroft Avenue in Martinsburg: Home2 Suites by Hilton 304-579-8887 ; Hilton Garden Inn 304-263-0101 ; Hampton Inn Martinsburg 304-267-2900 ; Holiday Inn Martinsburg 304-267-5500 ; Fairfield inn & Suites Martinsburg 304-901-3003.

Transportation:

We will have use of the FBO's 20-passenger bus. For those wishing to rent their own car, there are two options. Enterprise will drop off/pick up rental cars at the FBO. Make reservations through the local Enterprise office (304-264-2400). Hertz will drop off/pick up rental cars at the FBO, but only for Hertz Gold members. Make reservations through the local Hertz office (304-262-3600). When setting up car rentals, make sure Enterprise/Hertz knows you are picking the vehicle up at the Martinsburg terminal building at 170 Aviation Way.

Registration:

Register on line, review formation flying procedures, and be prepared to sign the Practice Waiver after arrival.

Cost:

Individuals will pay for transportation, lodging, dinners (in town), and Friday and Saturday lunches (at the airport café). Host will collect a \$(TBD) fee to cover drinks and snacks, plus a collective tip for line service personnel. Fuel costs will be one invoice per aircraft fueling and will need to be paid to the FBO on a daily basis by close of business at 7pm.

Program & Event Details:

Those with no formation experience MUST review the "Intro to Formation" slideshow and the Bonanza addendum on the B2OSH website. Ground School begins Thursday afternoon at 4:00 pm in the terminal briefing room. Practice sessions will be flown with a safety pilot in the right seat. As proficiency is attained, pilots will be cleared to fly solo formation at the appropriate level.

Aircraft & Preparation Requirements:

Pilot: Private Pilot License, Current Medical, Confidence + Humility, Positive Attitude!

Plane: Dual rudder pedals, intercom, copilot PTT switch, current annual and insurance.

Self-Study: Review FFI Formation Guide, FFI Bonanza Supplement, and Intro to Formation at <https://www.b2osh.org/web/B2OSH/Pages/Training/TrainingGeneral.asp> and <https://www.ffi.aero>. The Formation Pilot's Knowledge Guide, available at www.FlyFAST.org, is also an excellent comprehensive formation reference.

Washington DC SFRA training: <https://faasafety.gov/gslac/ALC/CourseLanding.aspx?cID=405>

Schedule (briefings are mandatory for all participants):

Thursday

Early afternoon: Arrival & check-in at terminal.

1600: Welcome/orientation briefing at terminal, followed by ground school (mandatory for those advancing to a new level of formation experience, great refresher for anyone rusty on formation procedures).

1800: Dinner (airport café or in town).

Friday

0800: Update & flying schedule briefing. Morning introduction & proficiency flights for 2-ship advanced maneuvers. Lunch at airport café. Afternoon introduction & proficiency flights for 4-ship advanced maneuvers.

1900: Dinner (airport café or in town).

Saturday

0800: Update & flying schedule briefing. Morning proficiency flights for all pilots. Lunch at airport café. Afternoon proficiency flights for all pilots.

1900: Dinner in town.

Sunday

0800: Update & flying schedule briefing. Morning proficiency flights for all pilots.

1300: Departures.

Event Schedule

Event schedule is as follows (some of it is up in the air):

- 44N Sky Acres – lunch - September 17, 10am - Mike McNamara organizing
- KMRB Formation Clinic - October 20-23
- KRDG Reading, PA - Planning meeting for 2023 - November 12, 9:30am

