



Presidents Report

Greetings to all.

It is particularly pleasing to welcome new members not only to the ABS but to their first ABS event. The recent BPPP held at Lilydale airfield in Victoria saw a significant number of our new members registering and participating in each of the Ground School, Flying Program and the Service Clinic. This was particularly evident on the first evening where there was an almost equal mix on familiar and new faces. Other than congratulating those involved I will not dwell on the BPPP any longer as I shall leave that to the event report.

I would like to draw attention to some of the upcoming events, I do believe there are now one or two vacancies on the West Australian Safari, if you are considering a 23 day tour of the Kimberley, Pilbara and other WA regions, please contact the organisers as soon as possible. For those that have not looked at the web coming events recently there is also the Dunk Island Fly In being organised by James and Deb Cherry for the 22-25 Aug 2008. There is also the 2009 Safari to New Guinea that is being run by Bill Finlen, if you are interested please register your interest via the forms on the ABS web site. Bill has organised a number of these events in conjunction with Bob Bates for the ABS and other organisations, it should prove both spectacular as well as relaxing as the landscape and its people certainly provide a contrast to Australia. They will officially start from Horn Island, however even that is a long way for some of us so consideration is also being given to organising a rally to Horn Island, more on that later as numbers are known.

As life is always busy, we do not have the time available to participate in a number of the ABS events, to alleviate this it has often been suggested that a number of shorter events should be organised. I see these shorter events as an opportunity for those that have not been involved in the organisation of larger ABS events to cut their teeth. If you have an idea for a Fly In, even if it is only for 2 or 3 days, please propose your suggestion to the committee, they will be more than happy to assist.

Something that will be of interest to all is the cracking in the carry through spar web structure that is being experienced by all Bonanza types. There is a current AD to inspect for cracks and to monitor them until a particular length prior to the installation of a repair kit consisting of doublers. The US FAA was poised to reissue the AD mandating the immediate grounding of any aircraft where cracks are detected until repairs are carried out, however it has been suggested that the installation of the doublers does not address the problem fully and that their fitment may lead to other problems.

The US ABS has arranged a moratorium on the release of this AD until the conclusion of further investigation by ABS Air Safety Foundation (ASF), the ASF conclusions are so far are bit definitive and further results are expected in the coming months, I will keep members posted as information is available. For our US ABS members, the progress of these investigations can be followed in the 'Members Only' area at www.bonanza.org There is the possibility of an AD on a number of Superior Millennium Cylinders fitted to IO520 and IO550 engines, refer <http://www.bonanza.org/news.cfm?id=402>

Until the next newsletter, fly safe and remember:

"Don't ever let an airplane take you someplace where your brain hasn't arrived at least a couple of minutes earlier" - Anon.

Regards,
Jock Folan