



Committee

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Past Presidents

2008 - 2009	Jock Folan
2006 - 2007	Keith Duce
2004 - 2005	Dennis Bartlett
2002 - 2003	Rob Kerr
1999 - 2001	Peter Gordon
1998	Ann Hordern
1997	Peter Waterhouse
1996	David Herbert
1994 - 1995	Bill Finlen
1993	Bill Bedser
1992	Dennis Bartlett
1988 - 1991	Mark Davey
1987	Richard Smart

Presidents Report



Welcome all to our winter Magazine. We have a number of new members to whom I wish to extend a special welcome - it is great to see our numbers growing, especially in these more challenging economic times.

Please make these new members welcome. To any non-members reading this, please let us know if you are thinking about joining but would like more information.

New Members

Bill Blair, Doncaster, VIC.
Mike Cahill, Brendale, Qld.
Ian Beleya, Broome, WA.
Don Green, Penrith, NSW.
Gavin Kelly, Geebung, Qld.

Clinton McKenzie, Lyneham, ACT.
David James, Wellington Point, Qld.
Michael Neil, Bronte, NSW.
Bill Suffren, Longreach, Qld.
Ian Kuchel, Greenacres, SA.

BPPP

One of our flagship events is our BPPP, held this year in Dubbo. Our thanks again to David Young for managing the primary role in organising this year's event, which had a number of additional features this year. Specialist presentations on avionics, repainting, maintenance, airspace and ATC, G36/G1000 issues etc supplemented the usual, more general presentations on pilot skills. This broader format offering additional sessions was popular with pilots.

We have already started planning for the 2011 BPPP. Current thinking (but let us know if you agree or disagree) is to hold it at Tyabb on the Mornington Peninsula on the weekend before the Avalon International Airshow, with an option to visit the Airshow afterwards. We're planning on some international presenters who can present on some Beech-specific issues and perhaps more generally. We've had some feedback that there are some topics of interest to a number of members that we can't usually cover, such as flying in the flight levels, G1000 use, latest technology developments etc. If there are any topics you particularly want covered, let us know as (with sufficient preparation time) we should be able to cover them.

Service Clinics are also important. These have had mixed support from members in recent times. We are trying a less formal format this year and see how it goes. One day events have been organised in late August at both West Sale, Victoria and Redcliffe, Queensland. See our website for details - www.abs.org.au under 'Coming Events' or 'Service Clinics'. Watch your plane or someone else's being inspected and it is hard not to learn anything.

Maintenance issues continue to be a focus for the Committee. We are looking at various aspects, including increased pilot training in maintenance requirements and decisions, the regulatory regime, Beechcraft specific issues and supporting / training LAME's. For instance, the ABS in the US has a guide to LAME's for checking and correctly rigging landing gear in the Bonanza / Baron Fleet. It is only about \$25. Given the history of problems with incorrectly rigged gear, if your LAME is willing to use it, make the investment! (Like anything from the US, shipping costs can exceed the product cost - if there is significant demand, we can buy a few in bulk, but loaning them out is not feasible).

While on pilot skills, Tom Turner has reminded me that Australian pilots can participate in the ABS-AVIATOR on-line program of courses on the US ABS website www.bonanza.org. It includes a system for collecting points for courses completed - for example, the Australian BPPP will be given credit to achievements in that course. There is no limit to the additional training we can all usefully do.

Membership

Membership of the Australian Bonanza Society Ltd. is available at a cost of \$200 p.a inc. GST, due January 1st. each year. Application forms are available from committee members or the A.B.S. web site. Become a member and enjoy the benefits, including; social activities, pilot proficiency programs and Bonanza/Baron Service Clinics.

Future Events

Our AGM this year is in Torquay, at the Peppers Sands golf club resort near the beach and at the peak of the Melbourne Spring Racing Carnival. Torquay is about 80km south of Melbourne, but transport to the 2010 Melbourne Cup has been organised in the package. Peter and Judy Gordon are organising some fly-away type events around the AGM from 29 October to 2 November to make it an enjoyable and memorable few days. Details are already on the website under 'Coming Events' and in this Magazine.

Next year's AGM will be at Cessnock in NSW - which will mean the AGM has been in four states over the last five years. I'd love the following AGM to be held in WA or Tasmania if we can have a volunteer locally to assist in hosting. Please let me know.

The North East Victorian flyaway was held in April and was a great success for all who were able to attend. Congratulations to Jan and Petar Novakovic for such a successful event. Upcoming flyaways will take us north and west. The Northern Territory flyaway organised by Debbie Smith and Peter Janssen will be about to begin by the time you read this. We may also have an informal flyaway to a Queensland island in late August too, and then the AGM in late October.

Christmas parties have been organised in Victoria, NSW and Queensland on 21 or 28 November 2010. Again, please see the Coming Events page on our website for details.

Next year we have a trip to central Queensland (Barcardine area) pencilled in for June and another one to southern WA in November.

Committee

We need some more people on the Committee. For those that can't commit a few hours a quarter to the Committee, but are able to assist on one-off events (eg, drive a bus at an event, organise a dinner, etc), please let us know and we will gladly utilise all assistance offered. People willing to assist is the biggest limitation now on what we can offer members - the more helpers we have, the more we can do. Please just let me know if you are interested and what you may be able to assist with.

Newsletter

Another exciting initiative is the ABS moving more into the electronic age. As with the US ABS, we strongly encourage members to provide us with their current email address as this will inevitably become the primary means of communication in future. It is the cheapest and quickest way for the ABS to communicate with its members.

We are also moving towards an electronic Magazine. At this stage, we intend to continue publishing a printed Magazine previously titled a Newsletter in the full colour style that you have become used to. The Committee understands that many members value the colour printed Magazine, and all the work that goes into it, particularly from our editor Peter Gordon and Printer Dennis Bartlett. Many, like me, simply prefer to read the Magazine on paper rather than a screen.

However, an electronic magazine offers many advantages, including variable length (without increase in cost), searchability, reduced cost, etc. These become significant advantages over the printed format, as we work to contain costs and deliver the best value to members. An electronic magazine can contain far more photos, links to information sources and advertisers, extended articles and many additional features. We have introduced the electronic newsletter in parallel with the printed format, and wish to gauge members' feedback.

I wish everyone safe and happy flying.

James Cherry - President

BEECHCRAFT BONANZA FOR SALE



1997 Beechcraft Bonanza A36 Low time pristine aircraft. 6 seats. 170 knot, IFR. TCM Continental fuel injected IO550B 300HP.
Delivered new in Sydney, all maintenance by Hawker Pacific. 1 owner. Always hangared. 560 hours TT. 12 year TBO engine overhaul just completed. New annual Feb 2010.
Overall Matterhorn White. Toreador Red, Aristo Blue, Gold Metallic Accents. Roomy and powerful, a Beechcraft Bonanza is a dream to fly, fast and stable.



KMA 26 Audio Panel
KSC-55A / KI 525A HSI
KFC 150 Autopilot System
KX 165-25 Nav / GS / Com #1
KX 165-25 Nav / GS / Com #2
KLN 90B GPS Enroute/Approach
KR 87 ADF / KI 227 Slaved indicator
KN 63 DME / KDI 572 Dual Indicator
KEA 130A Encoding Altimeter
KT70 Mode S Transponder
KA-33 Avionics Cooling Fan
6 Place Intercom System / Music Input
New Artex 406 MHz ELT

AUD\$395,000, plus GST. Contact owner, David Gudex
mobile 0418 602 820. dgudex@inet.net.au



TCM Announces Diesel Engines, 94UL Progress

Teledyne Continental Motors hosted a media event May 12th that unveiled a new diesel powerplant designed to replace avgas-burning engines in new and existing airframes, and provided an update on TCM's planned 94UL unleaded aviation fuel.

As of this writing nothing is posted yet on TCM's website, but AVweb reports TCM has announced "a 230-HP four-cylinder, four-cycle design that's readily scalable to a six-cylinder version with up to 350-HP, a power range that will clearly match TCM's products on the gasoline side. Certification of the four-banger is planned for 2011, according to TCM's Johnny Doo, with the six [cylinder version] to follow as early as 2012." The aerodiesel engine is an acquisition of an existing certificated diesel engine from Europe.

AVweb also reports that TCM "is moving forward with its research to pitch 94UL as a replacement for 100LL avgas. TCM's Bill Brogdon [said] that 94UL is essentially 100LL without the tetraethyl lead added as an octane enhancer. He says engines certified to operate of 80/87 octane—and that's a lot of engines—will have no trouble making rated power with 94UL. Similarly, says Continental, even its higher power turbocharged large displacement, low-compression ratio engines can run the lower octane. The problem engines are higher compression variants that use 8.5 to 1 compression ratios. These engines may tolerate 94UL by tweaking the timing or developing affordable knock detection and variable timing. Another option, Brogdon says, is reduce compression ratio but increase displacement—re-engining with a IO-550 to replace an IO-520, for instance." TCM hopes to have 94UL certified within about three years.

The push toward alternative fuels for engines in existing airframes comes as the a firm deadline for eliminating 100LL avgas is being discussed.