

# The Raisbeck Wing



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Editor: Dan Adams

## Owner/Pilot Report

### Solomon Plumbing's King Air 350i with Composite 5-Blade Swept Propellers

With offices in New Hudson, Mich. and Raleigh, N.C., Solomon Plumbing provides an extensive menu of commercial plumbing, fire and heating services in locations ranging as far west as Colorado and Texas, across the Midwest and along the Eastern Seaboard from New York State to Florida.

Owner Danny Allor and his highly mobile crew of eight are frequent business flyers—so frequent that they often resort to chartered aircraft when their own King Air B200 is busy shuttling people around the country. Telling their stories, they repeatedly compare their Raisbeck EPIC-equipped B200 to the charters—typically newer airplanes than their 1979 King Air—with a common question: “Why are these charter airplanes such slugs?!”

Time is of the essence in business and is usually the primary reason businesses choose to own and operate their own aircraft. That is

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certainly true when it comes to the Solomon owner and travelling employees, the latter utilizing the airplane about 98% of its flight time. Allor owned a Cessna 421 for about 10 years before upgrading to the B200 not long ago. The decision was made with the able assistance of Allor’s friend and broker John Murphy of Murphy Acquisitions, Inc.

“I talk to John about once a month,” Allor said. “He’s an A-plus guy. When I bought the

B200, I didn’t know anything about King Airs or Raisbeck. John recommended the B200 because it already had all of the Raisbeck stuff except the lockers and Swept Propellers.”

After the first winter of flying the B200, Allor had Raisbeck’s Crown Wing Lockers and 4-blade Swept Props installed on John Murphy’s advice.

“After installing the Swept Props, the B200 was like night and day. On the first takeoff roll, it threw me right back in my seat! BIG difference compared to the 4-blade [OEM] Hartzells. The takeoff was unreal, the braking on landing was unreal. And it was quieter, definitely quieter.”

Allor and his crew like to monitor the airspeed and flight progress on TV monitors in the cabin. They exhort the pilots to run at 100% power all the time. They all report a five-knot increase in cruise speed which they attribute to the Raisbeck EPIC Package and Swept Props. “At night, we got 2900 feet per minute climb with the -42s. On one of my last trips in the B200, before we got the 350, we took off out of Birmingham, Alabama.



*Frequent flyers in Solomon Plumbing’s King Air 350i, owner Danny Allor (above right) and wife Danielle (left) appreciate the reduced cabin noise levels after installing Raisbeck’s Composite 5-Blade Swept Propellers.*

We were really moving out of there. We’re hot! We’re climbing fast!”

When Allor did acquire a King Air 350i, he told his pilot, “The minute those 5-Blade Raisbeck Swept Props are available, we’re putting them on.” The pilot replied, “Yeah, you’ll love them.”

Allor employs two pilots these days. One, Ken Yott, has approximately 14,000 hours logged since 1982, over 3,000 of them in turboprops of many types. Tom Snyder, Jr., is Allor’s second pilot; he doubles as Solomon’s maintenance chief. Snyder’s experience has been primarily piloting a Citation Sovereign and a Gulfstream G4.

Yott currently has about 30-some hours in the 350i. He has flown a 250 “quite bit,”

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# Solomon Plumbing's King Air 350i with Composite 5-Blade Swept Propellers

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as well as an E90. The 350 (N784AP) came into service with Raisbeck's Dual Aft Body Strakes and Crown Wing Lockers installed on the production line. Before taking possession, Allor had Raisbeck's Composite 5-Blade Swept Propellers installed.

"We run it at 700 to 775 ITT—standard range for that," Yott said. "I've seen 290-296 knots typically. That's true airspeed off the Air Data Computer. Touched 300 a couple of times. It gets right along!"

Asked about the Swept Props, Yott answered, "I've only flown it with Raisbeck's five-blade props, so I can only compare it to the 250. It's quieter than the 250, for sure, in the back. We get 1500 [feet per minute] climb, around 1000 when we get near cruise altitude, and it keeps on going. The props are pretty smooth—no vibration."

Tom Snyder agreed: "The Raisbeck props are super-smooth and quiet, that's for sure. I was amazed." He added, "This airplane is a cream puff. We've had zero maintenance issues."

The 350 is usually flown three or more days a week, with only the occasional week idle. A typical mission for the 350i runs about an hour and a half over a five state area, 1000 to 1200 miles range, carrying six people including the two pilots. "We make it with ease," said Yott. "We're at 35,000 feet



*A map in Solomon Plumbing's home office shows the extensive territory the company serves—and why the company depends on its King Air 350i to shuttle owner and employees to distant job sites.*

most of the time. Saves a lot of fuel up there."

Regarding the noise level in the cockpit: "I take the headsets off once we get to cruise [altitude]. We're usually running at 1800 RPM. It's quieter at 1700 RPM, but the owner tells us to push it hard."

The Crown Wing Lockers get a lot of use. "We load 'em up," Yott said. "Everything we can stuff in them, we do. When we go hunting, they're loaded up with guns and ammo. We can put the rifles in straight. Rifles are always a mess in the baggage compartment: they're leaning every which way." Yott also stated they use the Lockers to stow airplane gear. What he also likes about the Lockers is how fast they come off for maintenance and inspection: "Just a few minutes."

How is the 350 working out for the wide-ranging business? Danny



*Solomon Plumbing's King Air 350i with Raisbeck's Composite 5-Blade Swept Propellers attracts attention everywhere it goes.*

Allor's enthusiasm can't be overstated. "We can conduct business en route a lot better. The cabin is bigger than jets'. In the chartered King Airs, when you're spread out in the cabin, you're kinda yelling, speaking a lot louder. In the Raisbeck-equipped 350, you can be in the back by the door and talk to the guy at the front behind the pilot without raising your voice. I noticed that [quietness] with the four [blade propeller], but especially in the five-blade. It makes a bigger difference in the 350 than the B200 with the 350's larger cabin where passengers are farther apart."

Allor appreciates the Crown Wing Lockers. "Work-wise, being in

***"We can conduct business en route a lot better. In the Raisbeck-equipped 350, you can be in the back by the door and talk to the guy at the front...without raising your voice."***

construction with lots of muddy sites, hard hats and boots go into the Lockers along with the construction plan binders. We're also big hunters and golfers. And I have five kids; they have bags all over the place. The Lockers handle it all. I wouldn't own a King Air without them or the Swept Props."

Allor concluded, "There's nothing I can buy for that airplane to make it better. My employees and I, as passengers, notice the difference with the new five-blade propellers. The airplane looks a lot meaner. It's faster. It's quieter. And the braking! So when people ask me why the charter King Airs are such slugs, I explain, 'It's the Raisbeck options.'"

Solomon's B200 was sold by Murphy Acquisitions sight-unseen to the first customer to call John Murphy. Allor declared: "I'm sure that's because it had all the Raisbeck stuff on it. Half the time or more, when we landed somewhere, people would comment on the Swept Props and ask the pilot if the airplane was for sale. John told me, if I ever sell the 350, 'You can sell that airplane anywhere in the world.'" →



*Raisbeck Director of Sales & Marketing Lynn Thomas, Raisbeck Aviation High School senior Michael Alden, and former Raisbeck CEO Tony Armstrong pose with a propeller signed by the entire RAHS 2018 graduating class. Raisbeck Engineering won the propeller at the school's annual fund raising auction held at the Museum of Flight in Seattle on November 4, 2017. Alden's studies are focused on aviation and business. The propeller is proudly displayed in Raisbeck's lobby.*

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## TECH TIP: If you need help regarding Raisbeck Systems, our Tech Support Team is ready and eager to assist you!

A few months ago, Raisbeck Vice President of Customer Support Bill Lally made a brief trip to Guangzhou, China, to meet with the Civil Aviation Administration of China (CAAC) to solicit validation for the Raisbeck Swept Blade Propeller System and the Dual Aft Body Strakes for one of our customer's King Air C90GT. Our customer, AVIC International, felt compelled to have a face to face meeting with the CAAC to help speed up the validation process. Our customer graciously offered pay for all of the expenses.

Traveling over the weekend, Bill met up with our customer Monday morning to join in the meeting at the CAAC. After some formalities were observed, Bill presented a slide show explaining all aspects of the two Raisbeck Systems.

After the initial meeting, Bill helped the customer complete some required documents. Everyone met again Tuesday for a follow-up question session and to present the documentation. Satisfied, the CAAC team forwarded the application to their headquarters for final processing. Raisbeck received the final validation approvals a few weeks later, resulting in one more satisfied customer.



*Above, left to right: CAAC Airworthiness Inspector Dongxiao Wang, CAAC Deputy Director Liang Hai Ming, Bill Lally, and three AVIC International representatives.*

This is just one example of the lengths to which Raisbeck's Customer Support team will go to meet the needs of our customers.

If you have any questions, concerns or issues that we can help resolve, give either Bill Lally or Paul Holmquist a call. Between them and our engineering staff, we are ready to help you find the solutions you need. ➔

**If you can't find something, give us a call! Our Tech Support Team is ready to help.**

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## Get to know the Raisbeck Team

# Matt Rinker, Procurement Engineer

Every successful company that markets products needs someone working behind the scenes—and sometimes in front of them—to ensure the business gets the components it needs to keep the product pipeline moving smoothly. For Raisbeck Engineering, that someone is Matt Rinker, who has been in charge of purchasing and inventory control since 2005.

Hired in 2001, Matt initially worked for Raisbeck as a Quality Control Inspector. “During those four years,” he says, “I also did everything from receiving parts, picking and building [Raisbeck System] kits, to loading trucks and shipping.”

Matt’s responsibilities have grown considerably over the last dozen years. One crucial aspect of his work is interfacing directly with Raisbeck’s engineering team on new products and upgrades, reviewing all drawings and making changes to specifications as needed. He manages an extensive network of vendors and seeks out new supply sources as needed, issuing requests for quotes on components for new products as they are developed.



One of Matt’s favorite photos captured a tender moment as wife Nancy embraced son Davis at the young man’s graduation from Navy Recruit Training.

Matt is also an FAA Designated Manufacturing Inspection Representative (DMIR) for the airworthiness tags associated with every Raisbeck System. A primary FAA requirement for a DMIR is aeronautical knowledge and experience—and Matt has plenty of both.

Born and raised in Newark Valley, a small town in New York State, with one brother, Matt graduated in 1989 from the Polytechnic University of New York (PUNY), Farmingdale, with a Bachelor of Science in Aerospace Engineering. Around that time, when many New York based aerospace firms were laying off thousands of employees and closing local operations, the family pulled up stakes and moved to the Seattle area.

The aerospace slump was also impacting the Seattle area, so Matt’s first jobs after graduation were in the automotive industry. But Matt persisted in chasing his dream and found employment as an inspector, first for Rumbold, a British interior refurbishment and repair company in Kent, Wash., then with AIM Aviation in Renton, Wash., and finally at Composite Solutions Corporation (CSC) which was located in Auburn, Wash, at the time.

It was at Composite Solutions Corporation (CSC) that Matt first met Tyler Chase, currently Raisbeck’s VP of Operations and CSC customer. When CSC started laying off people after 9-11, Matt called Tyler and asked about working at Raisbeck. “And the rest is history,” Matt concludes.

Raisbeck’s current Quality Assurance Supervisor David Bay said, “I’ve known Matt for upwards of 16 years, and it has been a pleasure to know and work with him. He’s one of those people who excel at whatever they do.”

Matt and his wife Nancy are recent empty-nesters. Their older son Austin is in his ju-



nior year at Central Washington University. Their younger son Davis recently enlisted for a six-year stint in the U.S. Navy and is based in San Diego, Calif., at the Navy’s Sea School. Matt is understandably proud of both of his boys.

Matt’s special interests include firearms and photography. A certified NRA firearms and personal protection instructor, he has

**“Matt is one of those people who excel at whatever they do.”**

assisted police officer training and qualifications. Subjects

for his photography run the gamut from aircraft at air shows to scenery—but, he says, “I am NOT going to photograph any more family weddings! After doing a few, I know why professional wedding photographers charge as much as they do.”

Matt and Nancy haven’t quite figured out how they will use their time, now that their sons are out of the house. Matt would like to travel with his camera and expand his photographic horizons. He might take up reloading, which his dad does, and hopes to find more range time. Nancy has excellent seamstress skills—she sews some of her own work clothing—and will probably do more of it. As for retirement? “Too far into the future to know what’s going to happen.” ✈



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