

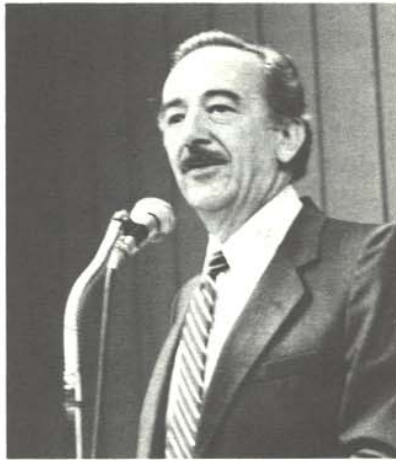
# REPORT TO PILOTS

Midmonth update: News, SafeGuard and Used Aircraft Guide

**Piper continues to astonish, as Stuart Millar pulls off the coup of the year by hiring former Mooney and Beech engineering star Roy Lopresti.**

Lopresti, known for his dramatic drag reduction programs on the original Grumman Tiger/Cheetah line and later on the Mooney 201, will be given the task of looking over the entire Piper line, present and past, to see if he can apply his engineering magic in the right places to the right aircraft.

Lopresti will wear two hats, one as senior vice-president of advanced engineering at Piper, and the other as president of Lopresti Aircraft Engineering Co., a separate entity that will be a division of Romeo Charlie, Inc., Piper's holding company. He's already set up operations at a hangar at Vero Beach across the field from Piper



*Roy Lopresti can tell the world a thing or two about aircraft resurrection.*

and at last word was busy filling it with desks and drawing boards.

Reported among prime subjects for attention are the long abandoned single-engine Piper Comanche line and the old Globe/Temco Swift, whose rights were purchased by Piper from the Swift Assn. Although Lopresti's three sons will be working with him, he reports their homebuilt Sharkfire project is dead for now.

*The Malibu's powerplant problems have been identified, hopefully.*

**Quick action has been taken by the FAA, Piper and Teledyne Continental to identify and correct the Malibu's engine woes that led to a request by Piper that owners ground their aircraft for 30 days while the problems were identified.**

Following a three-day session at the engine builder's plant in Mobile, Ala. by an FAA team, a pair of Emergency Airworthiness Directives was drawn up and sent out. They deal with three main problem areas in the Malibu's TSIO-520-BE, but also affect certain Beech Bonanzas, Barons and Cessna P210s. Piper reports that Teledyne Continental will pay for the required inspections and parts replacements.

According to the FAA, the problems involve failures of starter drive adapter splines, crankshafts and piston pins. The starter drive problem also affects the Beechcraft, while the crankshaft and piston pin problems affect the P210. The ADs will call for inspections and replacements of some components with redesigned parts. At press time it was not known how long it would take Teledyne Continental

## Highlights

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