



Southwest Bonanza Society

June 2014 Newsletter

9 W KITTY HAWK HOUSEWARMING

FLY, DRIVE AND WALK-IN;
COVEY TRAILS (X09);
MEMORIAL DAY, MAY 26
BY JAY BURRIS

Kathy and I welcomed over 60 friends to participate in the Housewarming (washing) of our new home in Covey Trails.



Participants included friends from our neighborhood, church, work, Westside Airmen and the Southwest Bonanza Society.



We expected to have many more fly-in, but unfortunately mother nature had other plans. After almost a month of dry weather we received almost 8 inches of rain during the event.



A light rain began just as the Bindas', Paul Lasen and Sally Wolfe arrived and heavy rains began shortly after we had finished lunch. However, all had a good time. The Sasser's, Bindas', Paul Lasen and Sally Wolfe had the unexpected pleasure of an extended stay due to flooding of our runway.



Joe and I managed to get all of the planes in my hanger, so they were protected until everyone could return to retrieve them later in the week. Thanks to all whom participated and for those that missed the event, we look forward to future opportunities for you to visit.

Photo Album is located at:

<https://picasaweb.google.com/106451679839075738724/201405269WKittyHawkHouseWarming?authkey=Gv1sRgCNSykPym-oWQDw#>

Photo contributions from Konnie Sasser and Jay Burris

2014 ABS HOMECOMING AND TRADE SHOW

JUNE 4-8 IN WICHITA, KANSAS

by Shirley Roberts - Director

This was truly a homecoming to all of us who love Beech aircraft! Around 500 people were in attendance. Beech Field (KBEC) was the host airport although some of us who don't like our beloved airplanes to sit outside chose elsewhere. It had been seven years since we'd come back to the birthplace of our Beechcraft and the old Bonanza plant #2 we'd visited before had been demolished and a new plant built. More about that later.



I chose to make the short trip from KFTW to KAAO on June 3 where I observed my Faith (aka Bonanza N36SR) fueled, tucked into a hangar, and then I washed the leading edges off. Checking in at the Hyatt Regency (updated since our last time there) was very easy; our great ABS reps, Lauren, Melissa, Whit, and Tom were around and I was quickly given my registration packet, picked the time I wanted to go to Beech Field on Friday, and had a great time chatting with old and new friends.

For those who wanted to attend the Riverfest ongoing concurrently and very nearby, our ABS guys and gals had a lot of badges to get in free to the Riverfest.....although for \$5 you could attend every day/evening if you wished.....lots of food and music there.

At our first official function on June 4, the Welcome Reception in the Exhibit Hall, very good food was available at several locations throughout the hall. And, of course, cash bars were available for those so inclined. This was a great opportunity to talk with representatives of more than 40 product exhibitors, including the ABS Pilot Shop. Beechcraft featured some very nice giveaways (none of which were airplanes). The Southeast, Northeast, and Southwest Bonanza groups had booths available.



The following three mornings were begun with the Falcon sponsored Day Breakers, featuring not only a breakfast buffet, but the ABS Annual Membership meeting on Thursday, an interesting presentation all about Kansas weather and the occurrences of tornados throughout the USA on Friday, and on Saturday, Sam Taylor's presentation about Pilots n Paws which saves thousands of pet lives. Each Day Breaker session ended with lots of door prizes.

Thursday seminars included E-Series Bonanzas (Lew Gage), 36TC/TN Pilots Conference (Tom Turner), G36/G58 Owners Conference (Garmin guys), Baron/Travel Air Pilots Conference (Stu Spindel), Rigging a Beechcraft (Reese and Jim Leach), Are YOU a Flight Risk? (Jim Lara of NBAA), Tech Talk featuring Maintenance Q and A (Curtis Boulware) [repeated on Friday], and my personal favorites: Beechcraft Maintenance and Operations (Dan Weaver of Textron Aviation) and Tech Talk on Logbooks and Documents (Bob Ripley) [repeated on Friday]. Also on Thursday, Pat Ohlsson had a Women Pilots' Gathering where women pilots, those women perhaps interested in becoming pilots, and some who wanted to see what it was about showed up where introductions and some interesting experiences were told. Pat had prepared lovely note cards and envelopes to give to the attendees.....she always has some neat gift for the gathering. An ice cream social sponsored by Gemco Aviation Services was another highlight of Thursday afternoon.

Friday seminars, besides those noted as repeated from Thursday, featured a great hour and 15 minutes by Eric Hake on ForeFlight.....like drinking from a fire hose for someone like me who still is struggling to become totally electronic in the flight deck (yeah, yeah, I know it's the cockpit...just gotta have some fun with it). Our brand new (as of today) SWBS member, Dana Perez, presented a seminar on Using Garmin Pilot. Dave Laurin from SRS Aviation did a talk on Laying Out Your Instrument Panel. Lastly, there was the BPPP Pilot Companion Course which, over past years, has been very well received. Friday luncheon for Life Members was well attended.....I finally bit the bullet and joined after being an ABS member for 40 years. Hope I get my monies worth! 😊



Friday afternoon was devoted to tours of the new Beechcraft factory building where the Bonanzas, Barons, and King Airs are all assembled and put out the door to go to the paint shop. It takes three days for each Bonanza and five days for a Baron to be put together with many parts now made in Mexico. The tour guides seemed quite positive that the parts now made in Mexico are better due to corrections made to older fabrication patterns and methods used. If I recall correctly, the guide said that in 2014 they would build 35 Bonanzas and 145 King Airs. Friday was cloudy with times of sunshine and a sprinkle now and then. We all had the opportunity to walk the flight line of our parked Bonanzas and Barons and vote for ones we liked best. We also got rides to The Hangar Shop where I think the three people from Chile tried to buy all the shirts!....or at least I kidded Eduardo about it.



We next had the pleasure of seeing the BeechNutz and the Texas V-Tails come together in a beautiful formation flight. I know the air was a bit rough because of the low cloud layer and all those formation lovers did an excellent job. Our own Joe Sasser performed the Missing Man flight. The catered hangar party dinner put on by Beechcraft was next on the agenda with a large variety of very tasty food and drink. The shrouded airplane toward the back was not unveiled.....but certainly peaked everyone's interest. Will it be faster, fly farther, carry a heavier payload, be turbocharged? Lots of rumors, some confirmed, some not. Maybe it'll be unveiled at EAA AirVenture?!



Saturday featured four seminars and the Companion Book Club put on by Sylvia Vickrey with Sam Taylor and the book of discussion was "Dog Is My Copilot" by Patrick Regan. The four seminars were (1) BPPP Flight Instructor Crosstalk: Issues in Beech Flight Instruction (attended not only by Flight Instructors), (2) Ask the ABS Technical Advisors (Lew, Curtis, and Bob), (3) Mr. Murphy's Aeronautical Laws – What Could Possibly Go Wrong? (Bruce Landsberg of AOPA), and (4) Engine Management and G100UL Update (George Braly of GAMI and Advanced Pilot Seminars).

The Saturday evening reception and banquet were a good gathering. Several of us noted that dress for these occasions has become more and more casual. I and a few others hadn't got the memo on that so I was a bit overdressed but it felt good anyway. Kevin O'Halloran, who happened to sit next to me at dinner, had a gift for Tom Turner: An old wooden propeller blade used on small taper shaft engine airplanes (less than 100HP) in the 1930's like the Culver Cadet designed by Mooney. I think Tom will really cherish it.....he seemed very touched. The keynote speaker was Mark Baker, AOPA President.

While a number of people left before Saturday evening, a large number waited until Sunday. I was off AAO about 1435Z and had an uneventful (just the way I like!) trip to FTW with headwinds all the way, of course.

As far as Glenn and Konnie, our esteemed treasurer and secretary could tally, we had the following members present: Jay Burris, Shirley Roberts, Wayne Collins, Joe and Konnie Sasser, Glenn and Bonnie Beavers, Carlos and Aileen Acosta, Dennis and Carol Finley, Rusty and Janice Henson, Ron and Pat Casey, Leldon and Mary Locke, Vic and Sharon Kirkwood, Chad and Holly Hicks, Sherman and Melba Struble, Ron and Diane Caffrey, Harry Perez, and Tom Allen.

Can't say enough about what a great job the ABS crew of Tom, Whit, Melissa, and Lauren did. Hope to see even more of our members at EAA AirVenture!

Photo Library:
https://picasaweb.google.com/106451679839075738724/2014060408ABSWichitaHomecoming?authkey=Gv1sRgCMiWz5_cmPC7GQ#

Photo Contributors: Dan Moore, Don Lawton, Luc van Herle, Ken Sarkey, T&J Studios and Jay Burris

Video Summary:
<http://animoto.com/play/xZkvxxoqgZBj9C45HKv81Q>

B2OSH TEXAS MINI-CLINIC

NORTH TEXAS REGIONAL AIRPORT (KGYI);

SHERMAN, TX; MAY 16-18, 2014

BY MIKE PARRISH

Once more the skies around North Texas Regional airport in Sherman were buzzing with Bonanzas learning the art of formation flying, and that group was very well represented with Southwest Bonanza Society brethren. The formation clinics were established at KGYI in 2001 by Wayne Collins as a way to improve the safety of the annual B2OSH Rockford-to-Oshkosh mass formation arrival. (visit <https://www.b2osh.org/web/B2Osh/> for way more information). This year we had an above average turn out with 28 eager participants.

The "Texas Mini" is designed as an introduction to formation flying and is focused on the fundamentals. At the conclusion of the class the candidate should be ready for participating as a wingman in the B2OSH flight. Jim Averett runs the advanced clinic the following week for qualified candidates, the purpose of that clinic is for more detailed 4 ship training, ultimately with an objective for FFI certification.



The core of the clinic's abilities are the safety pilots who give freely their time, expertise and even gas in order to pass on insights they have learned. It takes a special kind of pilot that will hop in a stranger's plane to assist the candidate going against all their training of avoiding any and all other planes in the same general area.

The general outline of the Mini clinic starts with the participants having already studied the T-34 Formation Manual and ready for the 0800 Saturday morning classroom (usually following Friday night dinner and margaritas near the hotel).

Wayne "Smudge" Mudge, who is in charge of the mass B2OSH preflight briefing, runs the classroom orientation and Keith Rutherford establishes scheduling and area safety information. After the ground school, we take the new pilots for an orientation flight to visualize the sight pictures and closure rates for station keeping.



On Sunday we flew a simulated B2osh flight (with a member of the local TV station in Jay's plane), departing and returning to GYI with Smudge leading the 13 ships through an 80 KM round robin using basically the same criteria as the B2OSH mass flight. The flight went very well, actually was smoother than most B2OSH flights and reflected well on the training.



Photo Album at:

https://picasaweb.google.com/106451679839075738724/2014051618TexasMiniClinic?authkey=Gv1sRgCJjVu7Ho_O7HoAE#

Photo Credits: Mike Parrish and Jay Burriss

News Video at:

<http://www.kxii.com/home/headlines/North-Texas-pilots-prepare-for-worlds-largest-aviation-convention-259808841.html>

TEXAS ADVANCED FORMATION CLINIC

NORTH TEXAS REGIONAL AIRPORT (KGYI)

SHERMAN, TX;

MAY 21-24, 2014

BY JIM AVERETT

Probably everyone that has even heard of B2OSH has heard the story of how this epic event came about, but I'll provide a quick recap: Several years ago, Wayne Collins and a few other Bonanza pilots wanted to camp together at Airventure. They were told that camp spaces were assigned on a first-come-first-served basis so the group decided to fly in together. This meant formation flying so they got some training and started B2OSH (like I said, "quick recap"). This small group started training others for the event.

A few years later they expanded the training to more advanced maneuvers and 4-ship (B2OSH uses 3-ship groups). Some wanted to get more advanced, so they started training to airshow standards. This means that they have to be certificated to fly in "waivered" airspace (read TFR). So the training in Texas started moving towards getting the FFI (Formation Flying International) certificate. The FAA recognizes this license for airshow performances.

This has now evolved into the Advanced Formation Clinic. The clinic takes competent 2-ship pilots and trains them in 4-ship flying. When he has that skill mastered he moves into more advanced multi-ship formations and maneuvering. The advanced clinic is held every year on the Memorial Day weekend. There is a Basic Formation Clinic that will qualify pilots to fly in B2OSH the previous weekend.

The clinic started on Thursday morning at 0800 with safety briefings and the basic goals of the clinic were to move to a higher level of performance. Multiple 4-ship formation flights were "put up" for the remainder of the day. There were a couple of guys trying to move from 2-ship to 4-ship and they were provided safety pilots initially. We maneuvered at +/-60 degrees of bank and +/- 30 degrees of pitch! In formation!

On Friday we put up multiple 6-ship formations and flew "airshow" type routines. This involves multiple passes in various configurations keeping the formation close to the field. This is a very intense 15-20 minute show.

On Saturday morning we put up a mass (12-ship) formation. This may sound complicated but it actually created by "building block" 4-ship formations. We gave the tower a fine show that morning. Saturday afternoon we all departed for home. We leave Sunday available in case the fickle Texas weather causes delays. I promise that if you attend any formation clinic you will leave feeling much more "at one" with your beloved Bonanza!



The clinic fee is \$75 and all meals on Thursday and Friday are provided at the airport. This gives us maximum flying time. Our biggest expense (also provided) is Shiner Bock! Well, not really, but it makes a good story.

I cannot begin to name all of the people that contribute time and effort to the clinics so I won't even try. Everyone involved helps in any way asked. It's a great experience and I highly recommend it!

Photo Album located at:

<https://picasaweb.google.com/106451679839075738724/2014052224AdvancedClinic?authkey=Gv1sRgCPHu9fXP8o7aSw#>

Photos provided by lineman at KGYI



PREZ SEZ

June 14, 2014

by Jay Burris

If you like hanging out with Bonanza and Baron owners, the last month provided you with many opportunities. In this newsletter we have write-ups provided by Mike Parrish, Jim Averett, Shirley Roberts and me on the many events that took place. I know many of you were in attendance and I enjoyed spending time with all of you. In addition to those events, Mike Parrish, Mike Babler and I participated in the CAF Air Show in Corsicana on May 10th and Leldon Locke and I met up with several BeechTalkers in Dallas on May 28th at the Blue Mesa Grill. Things will slow down a bit for the summer; though, B2Osh and Oshkosh are just around the corner.

As shared we are actively recruiting new members this year and I'm pleased that at most of the recent events, we've signed up new members who are excited to join us. I encourage all of you to encourage fellow Bonanza and Baron owners to sign-up and join us at upcoming events.

The SWBS board met June 9th. During this meeting we elected Carlos Acosta to fill the Director position previously filled by Bill Halpin who resigned to focus on taking care of Sue.

Here is the line-up on upcoming Bonanza and Baron events, I look forward to seeing you there:

July 24-26	B2Osh; Rockford, IL & Oshkosh, WI
July 28-Aug 3	EAA Oshkosh
Sep 10-14	ABS Santa Rosa, CA
Sep 13	SWBS NM Hamburger Fly-in (tentative) Ruidoso, NM
Sep 20	AOPA Regional Fly-in Chino, California
Oct 3-5	SWBS Bryan / College Station Fly-in; Martin
Oct 15-19	Beechcraft Heritage Museum Beech Party; Tullahoma, TN
Nov 14 - 16	SWBS BPPP Houston Exec Fly-in; Houston, Tx.; Taylor & Burris
Dec 5	SWBS X-mas Party; Lafayette, LA; Davis & Sasser
Spring '15	SWBS Bentonville, AR Fly-in; Acosta
Spring '15	SWBS Enid, OK Fly-in; Chael

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BBQ line at Jay's housewarming

That's ALL FOLKS!!