



Southwest Bonanza Society

August 2014 Newsletter

B2OSH XXV

by
Jay Burris



This was the 25th Bonanza to Oshkosh (B2Osh XXV) and third for me. I believe almost all involved will say this was one of the best as the POBER snake was finally tamed! There were 99 Bonanzas, 11 Barons and 2 RV photo ships in the flight. Operationally, this event gets an A+ and would not happen without the many volunteers who dedicate their time and wisdom. The top volunteer is Larry Gaines, who basically dedicates year around attention to organizing a safe, enjoyable and memorable experience to all who participate.



Larry Gaines with Konnie Sasser & Wayne Collins

For me, B2Osh XXV started in May when I participated in the Texas Mini-Clinic hosted by Mike Parrish. This was my first clinic as a Safety Pilot which was enjoyable. My student, Jim Clement, was very professional and learned very quickly. As a treat for him, I had him ride with me during our show passes at Rockford, so now I think I have him considering moving on to the Advanced 4-ship clinic next year. The regional clinics are the foundation to insuring a safe and operationally efficient formation flight. Students at the Texas Mini-Clinic learn Formation Flying basics from the flight lead Wayne Mudge, ride along for a 4-ship demo flight with the Texas V-tails, fly formation with a safety pilot until deemed competent and participate in a simulated

B2Osh flight. A lot is accomplished in two days, but formation skills quickly erode, so all are encouraged to team up with others and do additional formation flights before arriving at Oshkosh.

In 2013, the Beech Nutz and Texas V-tails made formation passes at Rockford in preparation for a potential Oshkosh Showcase flight. Timing was such that they were done during the B2Osh banquet to a highly appreciative audience. Since we did not get an Oshkosh Showcase flight in 2013 and it was unlikely to be provided in 2014, Larry Gaines recommended that the Beech Nutz, Texas V-tails and California Beech Boys do a Showcase performance in Rockford. Pete Rouse stepped up to the plate and led the group. Pete used Freeport, Illinois as our initial staging and practice field where we made show passes over the field and downtown to a large group of local residents. We recovered in Rockford, briefed, ate an early dinner and performed three show passes over the appreciative B2Osh crowd. Hopefully, the EAA will be more open to having a Type Club performance in the Showcase in the future; however, the Rockford Showcase should continue to be a B2Osh favorite.



Pete Rouse

Another B2Osh favorite is the B2Osh banquet hosted by Bob Siegfried II and his wife Jessie. They along with numerous volunteers convert the Emery Hanger to a banquet hall. B2Osh participants were treated to snacks and dinner sponsored by Continental Motors. The banquet and social time before provide a great opportunity to

reconnect with past B2Osh participants as well as welcoming newcomers.



Jessie Siegfried



Bob Siegfried II

Saturday morning all awoke to a crystal clear morning in Rockford with reports of good weather at Oshkosh. However, a small band of light showers in between was causing concern for Wayne Mudge, our flight lead. After the pre-requisite briefing, weather was considered acceptable and the flight was instructed to start-up as planned.



Beechnutz, Texas V-tails and Beech Boys briefing before flight at Rockford

Our row leader Bob Siegfried II covered some last minute briefing items and then I met with Fritz Glaser (left wing) and Randy Carmichael (right wing) for an Element briefing. With the Row and Element briefings completed, flight was ready for initial start at 11:45 A.M. as planned. When all 112 aircraft were in place on Rwy 25, Elements of 3 began rolling with 15 second intervals between elements and 30 second intervals between rows. Flight en-route was uneventful with the RV photo ships getting some good images of the flight.



Beech Flight ready to Launch Rwy 25 @ KRFD

Recovery at Oshkosh was uneventful with good spacing between elements and only one go-around on 36R.

Once parked in the North 40 all were treated to Pizza and refreshments compliments of Kevin O'Halloran. Additionally, Element leaders conducted post-briefing sessions with their elements and passed constructive feedback to the Row leaders. With all the paperwork completed it was time to unpack.

This was my first time to camp at Oshkosh, which was enjoyable. The weather was cooperative, so temperature at night was about right while I was there. The facilities in the North 40, while not palatial, are in line with a typical campground at a Corps of Engineers facility. I look forward to camping out again and encourage others to do the same.



Beech Flight arrived Safely at Oshkosh and tents all pitched For me, B2Osh and working the ABS reception desk at Oshkosh are highlights of my year. Each allows me to reconnect with friends and make new ones. I also get a front row seat to what is great about the aviation community, a deep sense of serving others and sharing our passion for aviation. B2Osh XXV is now in the books as a huge success, I look forward to seeing you at B2Osh XXVI where we'll tame the CUDUP snake as well.

Photo's for this article are available at:
<https://picasaweb.google.com/106451679839075738724/B2OshArticle#>



Texas V-Tails photo by Jim Clement



Bonnie & Glenn Beavers, Wayne Collins & Konnie Sasser



Preparing for morning departure at Rockford



John Whitehead & son with Joe Sasser & Jim Clement reviewing B2Osh Brief



Jay Burris (N61JL) & Fritz Glasser (N365HP) arrive on 36L at Oshkosh



Three Amigos Scott Ericksen, Jay Burris & Whit Hickman



Jay Burris and Kevin Smith enjoying the shade of JL's tail feather



Texas V-tails photo by Konnie Sasser



Jane Bateman giving Bob Mark a ride

EAA AIR ADVENTURE 2014



Since EAA AirVenture (formerly EAA OSH to us old timers) is a “must do” for me, I can tell you that it cannot all be seen in seven days. Arrived this year on Friday, July 25, coming only 130 NM from RCX in northwestern Wisconsin rather than the usual 846 NM from FTW. Got settled in the house I rent for the week, said “bye, bye” to the owners, made a trip to Festival Foods, and greeted friends Jon and Kacie Taylor in the late afternoon. Saturday and Sunday were enjoyed as we watched the B2OSH 110 plane “loose” formation arrive from Rockford, IL and attended the B2OSH Sunday evening bash. A number of those planes had SWBS members, among who were Joe and Konnie Sasser who were also staying with me.

My “surrogate” daughter, Ellen Northam, arrived from ARR in her 1947 Bonanza N3745N later Saturday afternoon where she and friends camped by the airplane. During the week, she took the ATP written on-site and passed with 83%. I’m proud and happy for her!

Textron Beechcraft/Cessna was close to the main entrance, having moved from Beechcraft’s former location near the ABS tent. And the Cessna type club moved from its former location to practically next door to ABS.....I greeted several of the Cessna people as “dear step-brother/sister” but they were a bit slow on the uptake.

Melissa and Whit along with strong help from Hazel Ripley and a lovely local girl “manned” the ABS tent all week. Tom Turner arrived from South Africa late Tuesday, I think it was. Bob Ripley and Curtis Boulware were present most of the time to answer the kinds of questions we all ask these IA’s who are so knowledgeable about our sweet airplanes. I was pleased to see several ABS Board Members at the tent and the ABS BBQ. The 15 tent topics and forums were somewhat repetitive of those seminars at Wichita this year. I only managed to do Tom Turner’s “Three Techniques for Single-Pilot IFR” which was quite good, as Tom’s presentations always are.

Monday, Dick Pedersen (who for nearly 25 years had been at the ABS tent answering all those questions we ask of IAs) allowed me to tag along with him while we explored the ENTIRE flight line. He is incredibly knowledgeable about a tremendous selection of planes in addition to those of the

Beechcraft line. It was a most enjoyable day but my feet were definitely barking by the day’s end.

Tuesday was my day to explore the four huge exhibit buildings. I made a new friend, a recently retired woman military pilot who had never been to EAA OSH previously, so I took her on a tour of Compass Hill, the Chapel, the Memorial Wall, and the Nature Center.

ABS BBQ at the Garden Hilton Inn, which is on-site, was well attended and the food was as bad as ever.....but where else can we gather 300 of us at a reasonable price?!

I elected to do a couple Ipad forums.....I’m still carrying some paper in the plane, but with Eric’s help (ForeFlight Pro) and with Jon Taylor’s assistance (a captive since he and Kacie were staying at the house I rent), I’m slowly getting more comfortable with using the Ipad.

NBAA (of which I’m a member) tent was a very comfortable place to watch the air shows (Konnie threatens to put a picture of me sleeping in one of the cozy chairs there on our website.)

Wednesday was Women In Aviation International day, beginning with breakfast at the Nature Center, picture at Boeing Plaza, lunch at the Theater in the Woods. Later, did lots of exploring the various exhibitors’ tents and displays, seeing old friends and meeting new ones.

The Thunderbirds in their F-16s were a great draw. Personally, I was delighted their right wing pilot was Caroline Jensen. And who ever tires of watching Sean Tucker?! I did notice this year that more people stood at attention, gentlemen with hats off, all with right hand over the heart during the daily rendition of the Star Spangled Banner. Perhaps we are now more aware of how our freedoms are being endangered by our federal government.

EAA Museum, Pioneer hangars, the Fly Market, the Seaplane Base, all the Forums.....too much to see in a week. This year I just relaxed a lot.....wonder how many EAA OSH that I’ve attended....maybe 30...need to go into the log books and find out.

Blessings to all,
Shirley Roberts, Director, SWBS

PREZ SEZ

The summer doldrums are upon us, but that hasn't tempered the enthusiasm of many of our members to enjoy the utility of their Bonanza and Barons for business, family vacations, 100 dollar hamburger runs and going to Oshkosh. For Kathy and I, we've been extremely busy hosting family at our new home, visiting friends in Austin and saying good bye to our co-ownership in N6FB a 1978 A36. We bought into the co-ownership of Fox Bravo in October 2009, so she has been in our family for almost 5 years providing us an introduction to Beechcraft aircraft and the family of pilots that fly these amazing machines. Though we are sad to see Fox Bravo go, I'm very excited about her new co-owners Darwin and Catherin Totman, whom I met at San Marcos and are now new Southwest Bonanza Society members. This is their first co-owned or owned aircraft and they are excited about being able to make short work of travel to the Florida panhandle instead of grueling long drives for long weekends. In the meantime, I continue to enjoy flying Jillian (N61JL) and am almost ready to take my multi-engine check ride in our co-owned Travelair (just need to stay home long enough to get it done).

Your board has remained very active, meeting in July and August. The following are actions we have taken:

1. We have sanctioned a committee to look at revitalization of our Website. Leader of the committee is Cam Gulley and members are Dana Perez, Ron Casey and Boyd Proctor. The committee will be providing recommendations to the Board in September.
2. Review of Cash reserves. As of July 31, 2014 the Southwest Bonanza Society had a balance of \$29,345.64. The Board has determined that a balance of more than \$20,000 is in excess of what is needed for the Society, so will begin to work the balance down over the next three years through contributions to organizations that are in line with the Southwest Bonanza Society mission. As such, for 2014 we will make contributions of \$1500 to the American Bonanza Society's Air Safety Foundation, \$750 to the BeechCraft Heritage Museum and \$750 to the AOPA Air Safety Institute. Future boards will make similar contributions until our balance is around the \$20,000 target set.
3. Continue to promote visibility of the Southwest Bonanza Society. Each of our Board Members are committed to promoting the Southwest Bonanza Society utilizing SWBS Brochures, Business cards and inviting prospective members to SWBS events. We encourage all of our members to do the same and are happy to provide you with Brochures and Business cards, just let us know if you need some. Also, we are happy to sponsor a Hamburger lunch at your airport, let Jon Taylor know if you want to host one.

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

Sep 10-14 ABS Annual Convention - Santa Rosa, CA
Sep 20 AOPA Regional Fly-in Chino, CA
Oct 3 - 5 SWBS Bryan / College Station Fly-in; Gary and Lynn Martin
Oct 15 - 19 Beech Party - Tullahoma, TN
Nov 14 - 16 SWBS BPPP Houston Exec Fly-in; Taylor & Burris
Dec 5 - 7 SWBS X-mas Party; Lafayette, LA; Davis & Sasser
May 1-3 '15 SWBS Bentonville, AR; Acosta

Jay Burris



Not much to say to say that hasn't been said before. Bonnie and I were slowed this year because of Bon's knee injury, but I did make the rounds of most of the vendors, and spent more money than I had planned.

For anybody that hasn't ever attended, and that likes airplanes I would urge them to go at least once. 10,000 airplanes of almost every size and shape; almost every vendor of every airplane part or gadget you ever wanted, thought you wanted, or didn't know you wanted till you saw it; spectacular airshows, concerts, brats and beer, seminars on hundreds of subjects, pilots, pilots, pilots, and lots of friendly people. If I had to define pilot's heaven this would be close.

For our SWBS members I think the best way to go is in the B2OSH formation, and camp out. I realize the formation flying, and/or the camping is not everybody's thing (I got about all the camping out I wanted when was in the infantry, and Bonnie's concept of camping out is the Holiday Express), but this is simply so much fun we wouldn't consider doing it any other way.

Glenn Beavers



Beech Boys photo by Konnie Sasser



Oshkosh Fireworks photo by Tomasz Korwel

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That's ALL FOLKS