

Volume 4 January 2016 Number 3

## UPCOMING FLY OUTS

January 21/17. Globe P13

February 2/4/17. Havasu City KHII    2/25/17. Winslow KINW

March 3/4/17. Ryan Field KRYN    3/25/17. Mariana KAVQ

April 4/8/17. Prescott KPRC    4/22/17. Chiricahua Summit L77

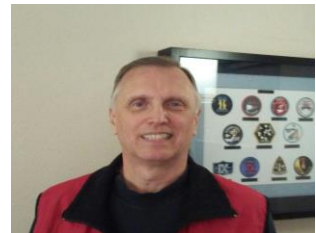
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Glendale AZ Muni. Airport



**Jack**



**Glen**



**Brian**

# Meet Your New Officers

## Jack Braly

I was born in Wichita, where the aircraft manufacturers were the major industry, and got the flying bug early. My family moved to Denver in the early 50's and I started flying when I was sixteen. After getting my undergraduate and graduate degrees in nuclear physics I went to work in the space program. The first thing we bought a house and then an airplane, a Citabria. (I told Alice that we could buy furniture later, after I got a raise.) After eight years the space program started winding down and I moved my career into aviation. I was lucky enough to land some amazing corporate positions in this field including President and CEO of Beech Aircraft, North American Rockwell, Sino Swearingen Aircraft and Adam Aircraft. In 2012 Alice and I bought a winter home in Sun City Grand and we discovered the WVFC. I enjoy the computer club, softball, skiing and keeping current in our King Air. Alice and I have 2 daughters and 6 grandchildren. I'm looking forward to meeting more of you on Thursday mornings.

## Glen Bigelow

At about age 5 my 14 year old brother was designing and building flying wings. He went on to be a graduate engineer and worked on the space shuttle. My passion was and is biplanes and I started building balsa wood paper covered stick biplanes at 5 with him. Started flying lessons my senior year of high school at Sky Harbor in Aeronca Champs and continued through my senior year of college. HA-No college credit for flying. On 27 January 1965 I took my last exam at 7AM, at 9AM was sworn in as an officer in the US ARMY, at 11 AM at Sky Harbor I took my FFA check ride and received my private pilots license and at 1 PM my wife and I left for Fort Benning Georgia for a 24 year stint in the Army. I joined flying clubs in the Army when available but there were few so not much flight time. After retiring three times I decided that flying was and would be a fun hobby. So I joined the FABULOUS WVFC and now own a 1969 Cessna 150j N60376. MOTTO "Any day you are vertical is a good day and any day you are flying is a fantastic day. So keep on flying my friends."

## Brian Lee

I'm married to Carol for almost 30 years. We have been full time residents of AZ for three years since shortly after I retired from Northwestern Mutual Real Estate (the real estate investment arm of The Northwestern Mutual Life Insurance Company). Prior to moving to AZ we lived in the Washington, DC area for twenty five years but are originally from Wisconsin.

Flying was not really something I ever contemplated, that is until one of my clients, a pilot, flew Carol and I from Gaithersburg MD to Hagerstown MD for dinner one night in a Cessna 182. As a Christmas gift Carol signed me up for Private Pilot Ground School — she considered this a "learning experience", and never thought that I would go on to become a pilot. While I have been flying for over two decades, I don't have a lot of hours. As we all know, life can get in the way, and it did. I currently hold a Single Engine Land rating, and am working on an Instrument Rating.

Most of my flying experience has been in the area of Washington, DC with its challenging restricted air space. You always want to be up on how to handle an "intercept" from a Black Hawk Helicopter, or something faster. You get to know all about preheating an engine, removing snow and ice from the wings (skills that hopefully remain dormant in AZ). I enjoy the camaraderie of the WVFC and am always learning.

## **WVFC Sets Meeting Record      by Earle Howey**

December 11, offered a typically cool Arizona evening for the club's, 2016 December meeting and Christmas dinner party. 105 members and guests Paid \$15 to gather at the Glendale Airport Terminal building for the event, shattering all previous club meeting attendance records.

The meeting at the airport terminal was a break from the traditional meeting at the Sun Village Rec. Center which has implemented a new policy which ends its availability as a site for club functions. This change also changed the dinner format from a pot-luck affair to a catered buffet. Jeremy and his airport restaurant crew provided an exceptional buffet of Toss Salad, Bistro Filet, Grilled Veggies, and Mashed red-skinned potatoes. Seating occupied the entire restaurant with an overflow into the lounge area and under the heat lamps in the restaurant patio.

Your humble reporter and wife were seated around the corner from the head table/ podium, somewhat beyond the range of the normal human voice. Therefore, there may be some gaps in this report on the business meeting following the dinner.

Someone, we assumed to be President Mike Gordon, welcomed all attendees and guests. He also noted the changes in location and meal format, welcoming ideas from the members for other solutions for a new meeting place. Mike then introduced Anne Muirhead as the new editor of Flight Path. He then called Earle Howey from around the corner to recognize his efforts as the club's retiring editor of Flight Path, presenting him with the club's traditional .30 Caliber ball point pen appreciation award.

Then followed presentation of the club's Red Baron Award (to Brian Baker) and Flyboy of the Year for 2016 award (to Charlie Reed).

Club Treasurer Jim Whitlock was also called to present his report:. The club treasury has about \$1,612 plus about \$200 undeposited dues collected at the meeting.

Finally, Joe Brubaker presented nominees for club officers for 2017. President : Jack Braly, Vice President: Glen Bigelow, Secretary/Treasurer: Brian Lee. The slate presented was elected enthusiastically, after which the meeting adjourned and drawings were held for door prizes including beautiful metal art sculptures again donated by Jerry Hall and Brian Wiggen.

## **AVIATION MOVIES---"THE FINAL COUNTDOWN"**

We recently watched this DVD starring Kirk Douglas as the Commanding Officer on the U.S.S. Nimitz and Martin Sheen as a Defense Dept expert. Billed as science fiction because of the time warp, WWII buffs will love this. Made in 1980 and 102 minutes long the amazing aviation and history draw the viewer into this outlandish tale. Guessing most of you have seen this but would also enjoy seeing it again.

By Anne Muirhead

# PHOENIX AREA FLYING CALENDAR

Friday 1/20 Grapevine monthly flyin weekend for AZ Pilot's Association

Saturday 1/21 8-11am E95 Benson Can't Pass Gas Breakfast Flyin

“ “ 8-11 am KFFZ Falcon Warbirds Pancake Breakfast Flyin Falcons Warbird Hangar  
4626 Fighter Aces Drive Mesa, AZ 85215

“ “ 6pm ASAG (AZ Safety Advisory Group) Banquet Double Tree Guest Suites  
320 N 44<sup>th</sup> St Phoenix Details from Jim Anderson 623-694-7742

**Monday 1/23 7pm-9 AOPA safety class at the HOLIDAY INN @ 1600 S Country Club Dr. , Mesa,**  
Glen Bigelow sent out info on this regarding car pooling

## OBSCURE WARBIRDS: THE BRISTOL BLENHEIM/BOLINGBROKE



BRIAN R. BAKER

In the late thirties, the British Royal Air Force was in the process of re-equipping its bomber units with new, high performance monoplanes. The goal was to outperform existing fixed gear biplanes, such as the Hawker Fury and Gloster Gladiator. Bristol contributed a design for a twin engine

monoplane called “Britain First”. This airplane was privately financed by Lord Rothmore, and was intended primarily as a business executive plane. The RAF tested the type, and was impressed, so after considerable redesign, the type emerged as the Type 142 bomber. Tests were completed by 1936, and full production was ordered under the name Blenheim Mk. I.

Deliveries started in 1937, and as many as 16 units had converted to the type by 1939. The aircraft featured a short nose, and some Mk. I’s were completed as fighters, with an underwing pack replacing the bomb bay. A photo reconnaissance version was also developed, as the Blenheim PR Mk. 1 and Mk. II. In service, however, the type was disappointing, as its performance had been overtaken by such types as the Messerschmitt Bf-109. Many units continued to use the Mk. 1 into 1942, when they were replaced by an improved version, the Mk. IV. The Mk. IV featured an extended nose, with more room for the bombardier/navigator, who sat on a small stool to the right of the pilot.

Blenheims operating over Europe suffered heavy casualties, and had to have fighter escorts to survive. They were more useful escorting convoys over the English Channel, and many were shipped to the Middle East, where Italian opposition was not so effective. A Mk. V was also built in small numbers, used primarily for low level ground attack. It was decided to produce the type in Canada under the name Bolingbroke Mk. I. These had American engines and equipment, and were mainly used for training in by the RCAF in Canada.

The illustrated example is a surviving Bolingbroke Mk I, which somehow escaped the scrappers and wound up in pieces at the Pima Air Museum in Tucson. It was painstakingly restored to its original configuration, and is now on display outside. The aircraft being restored in the photo shows the plane in 2015. It is one of the few remaining Blenheim types still in existence.

**“Come to the edge,  
No, we will fall.**

**Come to the edge,  
No, we will fall.**

**They came to the edge.  
He pushed them, and they flew.” --Guillaume Apollinaire**