



# **WEST VALLEY FLYING CLUB**

## **FLIGHT PATH**

**EDITOR: Brian R. Baker**

### **THE COVER PHOTO**

Even though I have an instrument rating, I have always been impressed with the beauty of clouds, and this photo was taken several years ago while I was driving on the freeway near Mesa on the way back to Phoenix.

**Editor's Rant.**

It has been a rather eventful month, with several flyouts, a fly-in at Casa Grande, and numerous breakfasts and social events. The breakfast flyout to Ryan Field, on Saturday, March 3, attracted about twenty of our number, enough, at least, to require two long tables to accommodate us all. The food at Ryan was excellent, as usual, and it is always a fun place to visit. The nice thing was that most of us stopped off on the way back at the Cactus Fly-In at Casa Grande, sponsored by the Antique Airplane Association, where we had the opportunity to view numerous old and classic airplanes, including the full scale model Spitfire Mk. IX, and the beautifully restored Focke-Wulf FW-190A-8, which has as accurate a paint scheme as I have ever seen on a "warbird". There were a few Stinsons, Wacos, Stearmans, and other antique types, always in pristine condition. Most of them looked better than they probably did when they left the factory.

As far as scheduling flyouts, we should keep in mind that there are a number of aviation activities scheduled during the Spring and Fall, and it would be best to keep those weekends free so that we can visit those as well as participating in the club breakfast flyouts. After the upcoming Luke Show on March 17, there are no more publicized events until the EAA's Copperstate Fly-In at Mesa's Falcon Field in the Fall.

Our turnouts for the breakfast flights have been good, and it gives us a chance to fly with other pilots and get to know them better. The lottery system seems to be working, although some of us prearrange our flights for whatever reasons. Possibly some kind of announcements during the weekly breakfast meetings would help to keep everyone posted on what is going on.

On Wednesday, March 14, we have our monthly evening gathering at the usual restaurant in Sun City West, where the program will be an account of flights in an SR-71 "Blackbird". That certainly should draw a crowd.

## MEET THE MEMBERS: LARRY LYNCH

Larry was the first person to hand in my biographical Interview form, so he is the first to appear on these pages. Larry grew up in love with airplanes, and at age 7 was already enamored with the Piper Comanche 250. He drew a lot of pictures of them, and in 1985, he was finally able to complete his private pilot training in a Cessna 152. He currently holds a private pilot certificate with single engine land, complex, and high performance endorsements. During his flying career, he has flown to Mexico, Oshkosh, and Atlanta. Airplanes he has flown include the Cessna 152, 172, 172RG, 182, 210, and the Aero Commander Darter 100, which is the type he currently owns. He also lists it as his favorite airplane. They always say that the nicest airplane on the field is the one you have the keys to.

His future plans include finishing his instrument rating, and continuing his activities with the club. Thanks for the info, Larry. See you at the next breakfast meeting.



Larry's Aero Commander Darter 100.

## MORE GOOD OLD DAYS PHOTOS

I always carry a small “point and shoot” camera in my pocket when I am flying, and have done so for many years. One of the things I like to record is airports, and how they looked at certain points in time. The Phoenix area has a lot of airports that have disappeared over the years, and they always seem to be changing. I have photos of Deer Valley when it only had one runway, and shots of the sites of many abandoned airports. This is a shot I made of the newly built Glendale Municipal Airport, taken in 1990 when the airport was just getting started.

Although it is not the best quality photo (It’s from a color slide), it shows what the place was originally like, without all of the construction that has since taken place on the north side. The tower, I understand, was brought over from Scottsdale Airport when they upgraded the tower there. Things were a lot simpler then, although the airport was already being used by flight school students from Goodyear and Deer Valley. But it was then, and still is, one of the best general aviation airports in the Phoenix area. Let’s work to keep it that way.



## WARBIRD VISITS:

## WINGS OF FREEDOM TOUR

Here is your chance to see some of the famous aircraft from the World War II era. The Collings Foundation is planning to have their Boeing B-17G "Flying Fortress", Consolidated B-24J "Liberator", North American B-25J "Mitchell", and North American P-51D "Mustang" at the Goodyear Airport on April 9 through 11. These airplanes are impeccably maintained, and are well worth seeing. If you haven't seen one of these in the air, you have missed out on a lot of aviation history. See their website ([www.cfdn.org](http://www.cfdn.org)) or call 800-568-8924 for information.



## VOICES FROM THE PAST:                    GLENDALE'S "CATALINA"

When I first started hanging out at the Glendale Airport in 2005, there were a number of historic aircraft stored here. They belonged to a Mr. Lauridsen, who, I presume, was intending to start an aviation museum. One of the more colorful types was this Canadian built Consolidated-Canadian Vickers PBV-1, the Canadian equivalent of the navy's PBV-5A. This had been an air tanker (firebomber) operated by Buffalo Air, and carried the Canadian registration C-FOFI at the time this picture was taken. Later, all the paint was removed, and the plane, along with all of the others, was flown out to Buckeye Airport, where it still resides. These airplanes are seldom seen today, and it was nice to be able to see one in the air.

The PBY series, Model 28 Catalina, first appeared around 1935, initially as a flying boat, and later as an amphibian. They were used for long range ocean patrol,

reconnaissance, air-sea rescue, and anti-submarine operations. With the U.S. Navy taking the majority, the PBY was also used by the British, and in fact, was manufactured by the Canadian Vickers company. In addition, other PBY's went to the Royal Australian Air Force and the Dutch East Indies. The Navy's PBY-5A was the major production model, but towards the end of the war a later model, the PBY-6A appeared, distinguishable by a taller rudder. Some were built by the Naval Aircraft factory as the PBN-1 Nomad. The type was also exported to the Soviet Union, where several hundred flying boat versions were produced for the Soviet Navy. In addition, several hundred flying boat versions were produced by Boeing, with the designation PB2B-1. Overall, a total of 3,290 of all variants was produced before and during the war, and many stayed in service until the middle fifties. Many ended up in storage at the Naval Air Facility at Litchfield Park, AZ, which is now Goodyear Airport. Since this example was Canadian built, it can be assumed to have been sold surplus after the war by the Canadian government, and after having served as a fire bomber, it was presumably sold to its American owner.

This aircraft is currently stored at Buckeye, and is kept under an open shade which makes it difficult to photograph. Here is a photo taken in March, 2012, when it flew out of Glendale for the last time. Fly over to Buckeye and see it sometime.



## CLUB FLYOUT SCHEDULE

March 17	Marana (AVQ)	520-682-3046	Sky Rider Coffee Shop Luke Show same date.
March 31	Parker (P20)	928-669-2168	Tx to Casino
April 14	Sedona (SEZ)	928-282-2400	Mesa Grill



## ORBIS DC-10 VISITS ARIZONA

On February 23<sup>rd</sup> and 25<sup>th</sup>, the orbis DC-10 was on display at Goodyear Airport. Orbis is an organization that provides eye surgery for people in underdeveloped countries, flying all over the world in this activity. Their main task is to do cataract surgery and to teach local medical personnel to perform these procedures for local people. We were treated gto a complete tour of the aircraft, which contains complete operating rooms as well as other facilities. The whole thing was very impressive, and well worth the trip down to Goodyear.

## TWO OLD GUYS ON A TRIP. CHAPTER 2

By Joe Brubaker

These guys are book-ending 2017 with their adventures. Chapter 1 was in January, and Chapter 2 takes place nearing the end of the Christmas holiday.

Joe Brubaker gets a phone call during mid week of the 13<sup>th</sup> or so of December and on the other end is ferry pilot Jack Braly with a question. Surprisingly, the question is: Do you want to go to St. Louis? Well, what for? Jack says he is seriously looking at a Bonanza there that he may buy, and would I like to fly back with him. Since me (Joe's) wife is sitting right there, I get the required pass from home, and ask when? The reply is probably this coming weekend, like Dec. 17<sup>th</sup>. After Joe made certain Jack was buying the required tickets, etc., the wheels went in motion.

Sunday came, and we were on the way via Southwest non-stop to STL. Just by chance, the Bralys' daughter Chris and her husband Terry live there, so on arrival transportation to lodging at their great home wasn't a problem. Oh, by the way, daughter Chris volunteers at an organization called Wings of Hope. Guess where the Bonanza would be coming from if it pans out. Good guess if you said Wings of hope. It never hurts to have a little inside help. Anyway, lodging, drinks, and food on the 17<sup>th</sup> were great, and we arose to an early breakfast and fairly early getaway to Spirit of Saint Louis Airport (SUS). Inside the nice warm hangar was a good looking 62P model Bonanza which just happened to be the target for today. (Monday 18<sup>th</sup>) Most of the morning was spent talking to those involved with the aircraft and going over the logbooks in detail. All seemed OK, except that they had the wrong model Bonanza listed on some of the paperwork. The mechanic that did the annual inspection had to redo some of it to make sure that the AD's that applied were correctly done and documented. Visual inspection was good and this was followed by a test flight with one of the instructors and test pilots. Pretty good. One radio was trash and the ADF was inoperative. So it's decision time for Jack. He pulled the trigger, made payment, and made arrangements to leave early Tuesday morning. He even had the boss show up to open the door at 7am for the early start.

Oh, by the way, the new airplane does not have an intercom system installed. We knew that on the test flight and there was a portable system in there that worked. Assuming the portable system was going with us, all was good. Whoops! They said that the portable was not included. Luckily, Joe brought a four place portable that Howard Woodruff gave him so it was OK. Then we found that we didn't have the right adapters so we were running around to get those. Wings of Hope bailed us out.

Another great night at Chris and Terry's with all the goodies and planning our early get-up-and-go. Also, Chris was going to make the trip with us. Morning came, and so did IFR ceilings all the way to mid Kansas. No point getting to the airport early, so just let the boss suffer by himself waiting for us. We did try, but couldn't contact him. About 9ish we headed to the airport and it was still IFR both there and quite a ways down range. So, IKFR it was, with low tops but also very low ceilings.

We got off about 11:15 local time, and headed to Coffee County, KS (KUKL). Joe was navigating and the comm. expert. Jack was now playing with his (old) autopilot. On top all the way with no ground contact until almost completing the approach there. The conversation all the way was Joe saying to Jack, 15 right, 10 left back right 10 not so much, heading, 10L/R, or whatever. Chris was refereeing the two of us and keeping us supplied with goodies. Since the forecast was for it to be VFR on our arrival, we were using Joe's WINGX Pro to navigate, but it wasn't VFR. Jack thought Joe could pull up the approach plate, but he didn't have them downloaded. After some scrambling around and firing up Jack's I-Pad, we executed the approach and broke out about 800'. All good so far. Got fuel, personal requirements satisfied and decided to continue. Since no comm. With ATC existed on the ground and we would have to go through Flight service, we looked west and it appeared marginal. Marginally we went. Knowing from our inbound arrival that just west of KUKL is appeared CAVU. After a short distance it was and we cruised along toward the target next stop of Dalhart, TX. Same routine, left/right/altitude as our most popular subject. Chris's headset stopped working as far as talking back to us, but she kept us in line anyway. Made KDHT in good shape and pulled up to the FBO fuel pumps, shut down, and opened the

door to unload. Smoke rolled into the cabin and outside around the cowling. The FBO attendant and all of us were scrambling to see what was going on. With cowling open the FBO guy found that the muffler had broken from the manifold area, releasing the exhaust in an undesirable direction. Greatly relieved of our fire concerns, but now we have a problem. The FBO guy immediately started dismantling the muffler/tailpipe connections to get to the problem area. When he successfully got it apart, the problem was obvious and welding was required. It was 4:45 local time and the welding shop closed at 5. He called the shop and had them stay open until we got there with the two parts. Only so they could start the job first thing in the morning. This worked, and we got there just after 5:00 and they assured us they would get on it in the morning. Chris was back at the airport guarding our stuff and watching the FBO tow the plane into their overnight hangar. Back to get Chris, belongings, etc., in their courtesy car and off to the recommended best Western Motel. Seemed like a decent place to stay but after we checked in they offered us EAR PLUGS. The railroad tracks ran right behind the motel. The motel manager advised us on eating establishments and off to a steakhouse we went. Jack had to buy a 3 day alcoholic membership there, but all was good. Early turn-in get up o check on things. The next morning at breakfast, Jack asked Chris how she had slept. She said great, never heard the train. She asked what time it had come through? Jack's response was "Which Time?" At breakfast, we also enjoyed the company of west Valley flying Club members Jim and Kathleen Jesperson. They too were RON'ing on their Cirrus flight from Iowa to Glendale.

The welding shop opened to 7:00 am, and they started right away on the muffler. Jack and Joe got there just after 7:30 and it still wasn't done. They worked continuously and finished about 8:15. Settled up with them, picked Chris up, and went back to KDHT. Cold outside, but nice and warm in the hangar. They started working on the re-install right away and we were back in the blue at 11:15 local again. This time we headed for St. Johns (KSJN) for fuel. Again, usual routine in the air and a good flight. About 50 miles east of St. Johns, Joe told Jack and Chris that we would be able to see the smokestacks at St. Johns any minute. We finally did about five miles out. We taxies up to the fuel pumps and waited for the

attendant. Just like our last trip, nobody came out. Thankfully, he drove up just a couple of minutes later. As before, we had to borrow a land line to call our contacts at Glendale for transportation arrangements when we got there. No Cricket coverage at KSJN. Gave an ETA at Glendale of 3;15 and made it right on time. After shutdown, we took a good look inside the airplane . Remember the aforementioned portable intercom that Howard had given Joe? It did its job. However, Howard did mention that it had been in storage in his garage or hangar for years. As a result, all of the black insulation around the electrical wires was scattered everywhere in pieces about ¼ to 3.8 inch long. Even in our clothes. Other than a slight mechanical problem, it was a good trip with good friends. If anyone needs an airplane delivered or picked up, call Jack or Joe. No guarantees of an uneventful flight, though.