



Volume 4 March 2017 Number 5

FUTURE FLY OUTS

March 3/11/17 Chiricahua Summit L77 3/25/17 Winslow KINW

April 4/8/17 Prescott KPRC 4/22/17 TBD

TWO OLD GUYS ON A TRIP by Joe Brubaker & Jack Braly

First of all, a little background. Joe and his wife Sharon are the proud co-owners of a Cessna 172. Sharon, with her Texas ties likes to go back and forth to the Dallas area 2 or 3 times a year. She kept harping that we needed a faster airplane. Of course, Jack of King Air fame would always agree. Joe indicated that he was in the market for a faster plane, although he really wasn't that serious about it. Several buddies would point out faster planes for sale. Finally in mid-January, Jack points out 2 Bonanzas for sale that are listed on Beech Talk web site. Joe looks and the older cheaper model strikes his fancy. It is a 1950 BE35B with 3500+ total time and 750 hours on a Continental factory remanufactured engine. It had been advertised on that site for about a year with no takers. The seller, Mr. Sacha Botbol, had just lowered the price to \$29,500.

The initial problems were twofold: it is located in upstate New York and Joe is not complex qualified. So contact was made with Sacha, an offer presented with the stipulation of a fresh annual and Joe wanted to be present during the annual. After a little negotiation it was decided to do an owner assisted annual and Joe would help with the cost. The deal was sealed and the annual set for the following week. Joe flies to Newark, rents a car, and drives to Poughkeepsie, NY. The plane is at Sky Acres (44N) but the annual is to be done at Resnick (89N) about 30 miles away. We takeoff with about 3 inches of snow on the runway and fly to Resnick. 2 AP's with inspection authority

perform the annual with Sacha and Joe's assistance. We finish about 3:30 and head back to 44N with an intermediate stop to eat at N45. Back at 44N we drive to Fishkill, NY, go to a motel and consummate the deal. Now, what do I do and how am I going to get this machine back to AZ???

Well back to my friend Jack, he had stated early on that if I needed any help getting it back, let him know. So I called and asked how serious he was. He called back in about an hour and said I'll be at Newark tomorrow on the nonstop from PHX about 5:00. Great, now I have to figure out the logistics of getting him, getting 1+45 minutes up to the airplane and getting the rental car I had back to Newark. Sacha solved the logistics by having me take the rental car back to Newark and turn it in on Thursday afternoon, he would pick us both up and drive us to Fishkill, leave his car with us while he rented a car in town and we could just leave his car at the airport. We were leaving on Friday and he would get his car on Saturday. This worked well. Friday morning Joe and Jack drove from Fishkill, NY to the plane at 44N. Keep in mind that the right seat passenger is the Navigator on this trip. Well, as Joe was driving we ended up in Connecticut...So a 45 minute trip took 1+45 minutes.

Got the plane out of the hangar, fired it up and had a plan. The plan was this: first of all Joe had been instructed by the insurance company not to touch the in flight controls so he became the planner/navigator. The weather was VFR but not great. Ceiling probably 4K at the best with breaks here and there, very windy but good visibility. Off we go finally, planning on Hagerstown, MD. Note: we wanted to get as far south as possible to avoid the Lake effect weather up there and get some warmth. It was freezing our Arizona bones. Also, we had to be very careful to avoid the Washington DC restricted airspace. Things went pretty smoothly, only a few weather detours UNTIL Harrisburg, PA. Weather started closing down on us and Harrisburg approach wanted us to climb to 3500 to avoid CS transports in the pattern, but we were not able to make that climb. After our vectors around the traffic we got back on course and very shortly couldn't go any further. Landed at Carlisle, PA (N94). Fueled up in the snow/drizzle and got a ride to a restaurant for a snack. Total delay about 2+15minutes. Finally looked a little better and we headed out again. Now planning for Lynchburg, VA (LYH). Lots of detours and eventually getting on top about 11,000 with many changes in course in between. We should have made Lynchburg easily before dark but our scenic course had dark closing in on us and we landed at Eagles Next Airport in Waynesboro, VA (W13). This was a nice place, homes around the airport but the FBO was closed. We flagged down a resident returning through the gated area, got acquainted and he drove us to town to a motel near restaurants, etc. He offered to come and get us in the morning but as it turned out the FBO owner did that. Nice hotel, good food etc.

In the morning, Saturday, we fueled up, planned our route, fired up, taxied to the runup. Oh S---! The left magneto barely fired. Not acceptable to go. The mechanic, Art, on the FBOs payroll didn't work on Saturdays. John from the FBO called him and he agreed to come out and take a look. Art lives an hour away and got there about 10:00. We got the

plane in their maintenance hangar and Art eliminated the simple things that could be wrong before he pulled the mag. When he opened it up, teeth fell onto the work table. That was not good. He determined it would be just as economical to get a replacement one as trying to purchase the parts individually. We agreed and Saturday morning reenters the picture. Fortunately it was still before noon so John called locally to locate the mag. No luck so he ordered one from a supplier in Alabama. Just got the order in before noon (suppliers close at noon on Sat) and paid for next day air. Of course, no shipping on Saturday. So we settled in for a 3 day stay in Waynesboro. Art, the mechanic, said whenever the part got there on Tuesday morning he would get right to it and get us in the air. The FBO and Art said Fedex usually gets there around 9:30am. We were hoping for that and we could be in the air around noon. We had a rental car and just killed time in the local area. One day we went to Monticello and did the tourist bit there. Very interesting. We turned our rental car in before noon on Tuesday to save another day's charge and just waited until Art got us going. This was just after 2:00 and we planned to get some miles under us before sunset. Our next stop was planned for Mt Sterling, KY (KIOB). This planned leg was only about 237 miles from Waynesboro. The weather was VFR but very windy. We were forced to circle about 3 times to get from 3000 agl to 4500 agl to get over the Shanandoahs. We would get close and the wind just shoved us back down. Our ground speed on this leg at times was 80KTS. On this 237 mile leg, we had to make an intermediate stop for fuel at ONA Airpark, WV (12V). There trees lined the final so there was an offset final with about a 25 degree turn to touchdown. Anyway, got fuel and continued on to Mt Sterling. We knew it was attended until 18:00 and got there about 17:45. The FBO and all his help were in the process of closing up and we taxied up in front of the little terminal. Before shutting down they motioned us towards a large hangar. We taxied over there, they put the plane in, brought a Hummer for us to drive, and said "see you in the morning". Very nice stop and people were great.

Wednesday morning finally was in our favor. Good weather, winds not severely against us, blue skies, and starting to warm us. Next stop was Farmington, MO for fuel (KFAM) followed by Ponca City, OK (KPNC), followed by Santa Rosa, NM(KSXU) and finally to Saint John, AZ (KSJN) just before dark. We made 1274 miles on Wednesday. Joe and Sharon stop at Saint John frequently in the 172 and have used their courtesy car on occasion. Knowing that they close the FBO at 17:00 and we couldn't make it before then, we asked Albuquerque Center to contact them and request they leave car keys in one of their cars. ABQ center did this, however, the FBO would not leave car keys but would leave a phone number on the door. We thought this would work. Guess what? Both Jack and Joe have Cricket as their carrier and had no service. (got that PJ) So with no service we went to a nearby trailer and borrowed a lady's phone to make contact. Still it was almost an hour before we got keys and stayed the night. This is a good fuel stop but not recommended for an RON stop.

Thursday morning found just a little frost on the wing but we got on the road again a short delay. About 1+35 minutes later we arrived at Glendale. The plane performed well

after the VA episode. Jack tried to wear it out though. 21.25 hours---208.9 gallons of fuel for an inflight average of 10.17 GPH.

We utilized flight following for the entire trip and even at altitudes like 1500 AGL were in radar coverage most of the way. The exception being from about 50 miles west of ABQ to over Showlow. Many thanks to Jack Braly and everybody along the flight path. We have the plane here and now to continue this adventure.

Epilogue. Shortly after arriving home Joe got an instructor and his high performance piston rating. He also met his insurance company's requirement for retractable time with an instructor and is now a qualified Bonanza pilot. **CONGRATULATIONS, JOE**

Meet Our Members Flying Nosotti Brothers



Gerald Nosotti



Richard Nosotti

GERALD Our Father graduated as an aeronautical engineer from the University of Detroit in 1934. This was in the depths of the depression and there weren't many jobs in his field and he was never able to fulfill his dream of designing planes. He did get a job with Chrysler and worked there for 40 plus years. He was not drafted in WW2 as he was working on the design of the 3/4 ton 4x4 army truck. Growing up in MI, after I graduated from college as a mechanical engineer I went to work for the Bendix Corporation, automotive group.

Maybe flying is in my genes. I can recall as a youngster my Father explaining how airplanes flew. Also my Aunt paid for a flight in a small tail dragger in the late 40's. My wife and I were talking one day and she asked if I had anything on my bucket list that I really wanted to do during retirement. I thought about it and told here I would really like to learn to fly. I went to the Glendale airport and took one of those "try it out" flights. So I started taking lessons . The first lessons were kind of a disaster as the training pilot and I had a personality clash. The CFI left to take another job and left me High and Dry. Next trainer also left for another job.

At this rate it took me seven years to get a license. (I've been very busy in retirement.) Also did one term as president on the WVFC president. This was before I had a license so it

was kind of backwards to what you might expect. Rudi Schulz was the one who suggested that I be the club president. Thanks Rudi!

My brother Richard started taking flying lessons after I did and got his license before me. He also was the flying club president after me. We both love to fly!

RICHARD My brother invited me to a WVFC meeting in spring of 2010. I liked what I saw and heard, and joined the club. I really liked the breakfast fly outs, so cool to fly in a small aircraft and go any where in the state. Rudy Schultz let me fly his plane in the right seat for the straight and level part of some flights. That's when I really got interested in flying.

In November of 2010 I began lessons with Jeff Koonce and continued to April of 2011. In January of 2011 I was elected president of the club and served till 2012. Jeff Koonce moved away to New York in 2012 so I had to find a new instructor. I fly at Goodyear flight training with a good instructor named Mike Sherman and then got my private license in April 2013 at the age of 73. I flew a Cessna 172 for all of my student training time - 80 hours.

I am a Canadian and spend the summers in Kelowna BC. In October 2014 I took Seaplane training in Kelowna and got my Seaplane ticket in a Cessna 172, with variable speed prop on October 12, 2014. In the last two years I have rented a Cessna 172 from Fly at Goodyear and Floatplane in Kelowna to keep myself current.



Members on Feb 11th Flyout looking over Rick Brown's plane in Marana. Four planes flew to Marana that morning and four planes went to Havasu.

Three most useless things in aviation are:

Runway behind you,

Altitude above you, and

Fuel not in your tanks.

**Truly superior pilots are those who use their
Superior judgment to avoid those situations where
They might have to use their superior skills.**

Next Meeting Tuesday, March 14th at Glendale Airport. Dinner and Social from 5 to 6pm. Meeting at 6:30 on first floor.

Flight Paths published monthly October through April by West Valley Flying Club
(westvalleyflyingclub.org)

President: Jack Braly

Vice President: Glen Bigelow

Sect./Treas.: Brian Lee

Fly-out Coordinator: Glen Bigelow

Flight Path Editor: Anne Muirhead

903-421-4701 azm8814h@hotmail.com