

AMERICAN BONANZA SOCIETY  
JULY 2004

# ABS MAGAZINE



THE OFFICIAL PUBLICATION FOR BONANZA, BARNY & TRAVEL AIR OPERATORS

## BEECHCRAFT OF THE MONTH

### NS175C

Colton, Kansas

#### SIMPLY BONANZA!

1950 B35

I would love to have thought I'd own an airplane this soon. I'd be lying. But the plane just simply made it. I never thought I'd ever own an airplane at all, much less, one this nice. And they always agree!

**How ABS Helped Find Me**

I joined ABS in April 1990 when I was still trying to complete the deal on my '76. Some of the best advice I can provide to any potential aircraft owner is, "See that type club or association." The subscription and advice they provide can prove invaluable, especially in the early years of ownership. I have talked with ABS Technical Consultants, Neil Peltier and Andy Frank on many occasions and have always found their Q&A columns in the ABS Magazine to be very informative.

I purchased NS175C from a father-and-son partnership in "Stiles, Oklahoma." They had purchased it from an aircraft dealer in California. Through happenstance and negotiation, I secured '76C back to the northern California area.

The primary reason of the Stiles owners was to keep some of the spare parts out of '76C to be installed in a B-40. They were restoring '900 dual turbo and turbo. This didn't bother me too much because the price was a better value (and all that I could afford) and I wanted a complete clean airplane. The purchase was at \$24K from and the engine was at 1,200 hours. NS175C was the perfect case for me.

**Where I Trained**

I got my flight instructor's license with Dennis Wilkins, a retired traffic controller who had flown Bonanzas in the '50s. Even though he and his son, Earl, ended up with a new '92, Dennis really enjoyed flying with me and '76C in 1990.

Dennis's son was an instructor, but I could never have made it this far in aviation without the help of my best friend, Dick and Bob. In the early '90s, they were among



Page 8499 [www.bonanza.org](http://www.bonanza.org) ABS July 2004

## EQUIPMENT LIST — 1950 BONANZA NS175C, SN D-2400

<b>ENGINE</b>	<b>AVIONICS</b>	<b>WEIGHTS</b>
Continental O-285-C1, 160 hp, electric fuel pump, carburetor, timing	Stinson, DeHaven rotor propellers	None 130 each panel
Four ring pistons	One spare carburetor	None 130 each
Stinson carburetor	Auto mixture	King 47 fuel regulator
Water pump regulator	30 gal fuel tank with mixture float	Aviatic 118 gauge
Low Stage carburetor	100 amp alternator	None 130 each
	100 amp alternator	None 122 each panel
	Chromalox wires and tubes	None 100 each 100

The history of a small group of people who had a common passion to fly Bonanzas.

The owner and pilot had been looking to buy a Bonanza since 1980 and '76C was in pretty much complete condition when I contacted him in 1990. I have tried to keep for that size. I didn't want any trouble but was told '76C was the best value. He said, "I have a '76C and I don't want to sell it." I don't know how he got it, but I don't know how he got it, but I don't know how he got it.

When I contacted the owner in 1990, that's when I met with the B-40's. I contacted him in 1990. I have tried to keep for that size. I don't want any trouble but was told '76C was the best value. He said, "I have a '76C and I don't want to sell it." I don't know how he got it, but I don't know how he got it.

**Our visits to Oklahoma**

A large part of our aviation world is in the USA. We have many great pilots and aircraft. I don't know how he got it, but I don't know how he got it.

When I contacted the owner in 1990, that's when I met with the B-40's. I contacted him in 1990. I have tried to keep for that size. I don't want any trouble but was told '76C was the best value. He said, "I have a '76C and I don't want to sell it." I don't know how he got it, but I don't know how he got it.

Page 8500 [www.bonanza.org](http://www.bonanza.org) ABS July 2004

## BEECHCRAFT OF THE MONTH

### NS175C

Colton, Kansas

In 2001, three new southern Kansas chapters had 13 people and six aircraft. I was one of the six aircraft. I was one of the six aircraft. I was one of the six aircraft.

**Maintenance**

I have not owned this plane since I met with the '76C. I have not owned this plane since I met with the '76C. I have not owned this plane since I met with the '76C.

**75C fits our needs**

We are all about '76C. We are all about '76C.

**OUTNUMBERED 100 TO 1**

The history of a small group of people who had a common passion to fly Bonanzas. The history of a small group of people who had a common passion to fly Bonanzas.

Page 8501 [www.bonanza.org](http://www.bonanza.org) ABS July 2004

**Gloria and Larry Leyda**  
Beechcraft of the Month  
Featured in: American Bonanza Society July 2004

# BEECHCRAFT OF THE MONTH

N5175C

Larry Leyda  
Coffeyville, Kansas

## SIMPLY BONANZA!

1950 B35

I started flying in 1990. After three years with the Independence Kansas Flying Club, I ventured out on my own and bought a well-used 1956 Cessna 172, N5199A, and flew it for three years. When this old Cessna was lost to a hangar fire in February 1996, I was back in the aircraft market. I found I was more and more impressed with the attributes of the early V-tail Bonanzas when I discovered one could find a few nice older ones for around 25K, which was my price range.

I should add here that I've worked in the same manufacturing plant for a little more than 32 years. Having a steady income as I did, money toward aviation has really come pretty easy for me during those years. Now, house payments, utility bills, food and clothing have been quite a different matter. But, you must admit, I do have my priorities in the right order.

I explained the "priority" concept to Gloria, my wife and co-owner, about how owning an early model Bonanza was in the cards for me, and along came N5175C—about the prettiest airplane I'd ever seen. While gazing at 75C, I often say to my friends, "If

I told you I never thought I'd own an airplane this nice, I'd be lying. But the plain and simple truth is, I never thought I'd *ever* own an airplane *at all*, much less, one this nice." And they always agree!

### How ABS has helped me

I joined ABS in April 1996 while I was still trying to complete the deal on 75C. Some of the best advice I can provide to any potential aircraft owner is, "Join that type club or association." The information and advice they provide can prove invaluable, especially in the

early years of ownership. I have talked with ABS Technical Consultants Neil Pobanz and Arky Foulk on many occasions and have always found their Q&A column in the *ABS Magazine* to be very informative.

I purchased N5175C from a father-and-son partnership in Vinita, Oklahoma. They had purchased it from an aircraft dealership in Oklahoma City. Through logbooks and registration, I traced 75C back to the northern Louisiana area.

The primary interest of the Vinita owners was to strip some of the nicer items out of 75C to be installed in a K model they were restoring (the dual yoke and such). This didn't bother me too much because the price was in a lower range (and all that I could afford) and I wanted a simple, clean airplane. The airframe was at 6,000 hours and the engine was at 1,200 hours. N5175C was the perfect combination for me.

### Where I trained

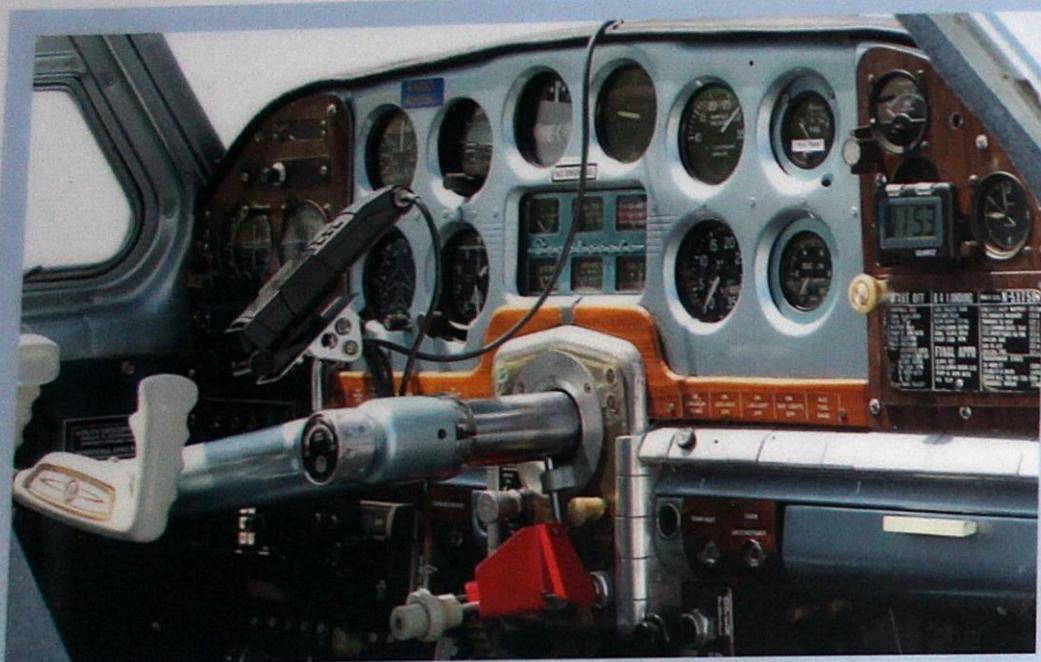
I got my complex time with Delbert Wilkens, a retired air traffic controller who had flown Bonanzas in the '60s. Even though he and his son Dale ended up with a nice 182, Delbert really enjoyed flying with me and 75C in 1996.

Delbert's not with us anymore, but I could never have made it this far in aviation without the help of my best friends, Delbert and Dale. In the early '90s, they were among



PHOTO BY JIM SIMPSON

Larry Leyda with N5175C at Jabara Airport in Wichita, Kansas.



EQUIPMENT LIST —1950 BONANZA, N5175C, S/N D-2400

**ENGINE**

Continental E-185-11, rebuilt to remanufactured specifications, including  
 Four-ring pistons,  
 Gibson chrome cylinders  
 Walker air/oil separator  
 Lew Gage screw-on oil filter

**AIRFRAME**

Finish, DuPont Imron polyurethane enamel  
 One-piece windshield  
 Airtex interior  
 20 gal. aux fuel tank (with separate gauge)  
 Cleveland wheels and brakes

**AVIONICS**

Narco 135 audio panel  
 Narco 120 com  
 King KT 76A transponder  
 Apollo 618 Loran  
 Narco 12B nav/com  
 Narco 122 nav/GS/MB  
 Alcor six-point EGT

the leaders of a small group of people who helped revitalize aviation in southeast Kansas.

The exterior and interior had been redone in 1992, and 75C was in pretty much original condition when I purchased her in 1996. I have tried to keep her that way. I often joke with my friends that not only does 75C not have one of the third-window mods, she doesn't even have a painted-on third window. Other than the paint and one-piece windshield, the exterior of the aircraft is still original.

I tried to stay with the original

theme when I overhauled the engine in 2000. That's why I stuck with the E-185-11 combination; 205 hp is plenty for the aircraft and quite economical to operate. 75C does have a Walker air/oil separator, and I did add a spin-on (Lew Gage) oil filter and four-ring pistons at overhaul.

**Our visits to Oshkosh**

A large part of our aviation world is the EAA AirVenture every year. I always say that anyone interested in aviation should go to Oshkosh at least once.

Wisconsin is a great vacation place, especially that time of year, when it's usually 10 to 15 degrees cooler than southeast Kansas—a great break from the Kansas heat. We usually spend at least 10 days in the area.

I believe that EAA is a great link with general aviation. It not only combines the ultralights and homebuilt experimentals, it also provides a link to the sport aviation and general aviation enthusiast. Gloria and I are also charter members of EAA Chapter 980 in Independence and Chapter 1224 of Prairie Proppers in Coffeyville, Kansas.



Stickers on a rear window indicate 75C has been to Oshkosh a number of times.



Continental E-185-11 was rebuilt to remanufactured specifications.

In 2003, these two southeast Kansas chapters had 13 people and six aircraft attend AirVenture (two Bonanzas, a Musketeer, two 182s and a Mooney).

### Maintenance

I have my annuals done every year with Wiebe Air Repair at El Dorado, Kansas. Dave Weibe does a great job with the older Bonanzas. Having a trusted IA is a great asset in keeping the older V-tails airworthy.

John Davolt, Freedom Flight

Academy at IDP, helped with my overhaul in 2000. With all of our machine work done in Tulsa, Oklahoma, we were able to bring the E-185-11 back to "remanufactured" limits.

Structural Repair Specialists of Lakeville, Minnesota (another ABS referral company), took care of the "speed restriction" AD this year. They do great work and will bring their shop right to your hangar. For convenience, they can't be beat.

### 75C fits our needs

As we all know, 75C is a great cross-country airplane. My buddies with older 182s keep reminding me that she isn't a heavy hauler with 1500 fpm climb-out brute horsepower—and I have to agree. But for Gloria and me and our luggage, 75C can't be matched for speed and economy with quiet, smooth and comfortable operation.

Light, easy to fly and handle, comfortable, stable, economical...the list just goes on and on. So I can only ask, "Can it get any better than this?" I think not! It's just SIMPLY BONANZA!

*My buddies with older 182s keep reminding me that 75C isn't a heavy hauler with 1500 fpm climb-out brute horsepower—and I have to agree. But for Gloria and I, 75C can't be matched for speed and economy with quiet, smooth and comfortable operation. Light, easy to fly and handle, comfortable, stable, economical...the list just goes on and on. So I can only ask, "Can it get any better than this?" —Larry Leyda*



PHOTO BY BILL BERTIE

### OUTNUMBERED 100 TO 1

I've mentioned Independence, Kansas, several times so I think I need to add that Beechcraft is not the brand of choice at 75C's home airport, IDP. Since Cessna built their new manufacturing facility here in 1996 to build their single engine line of 172s, 182s and 206s, Independence has become the new "light aircraft capital of the world." It's hard to match a 54-year-old airplane with a new airplane for fit and finish, but they are pretty close—if you know what I mean. I really can't say much more, for after all, we are out-numbered 100 to 1!

—Larry Leyda



AirVenture  
Oshkosh 2010

***CLASSIC AIRCRAFT***



OUTSTANDING  
BEECH

Larry Leyda

1950 BEECH B35  
N5175C

# **N5175C BEECHCRAFT BONANZA, B35**

**Larry & Gloria Leyda, Coffeyville, Kansas**

**American Bonanza Society Magazine Cover, July 2004**

**American Bonanza Society Display Plane,  
Airventure Oshkosh, July 2004**

**Outstanding Beechcraft, Kansas Air Festival,  
Jabara, Wichita 2005**

**Beechcraft Heritage Display Aircraft,  
Airventure Oshkosh 2007**

**Outstanding Beechcraft,  
Airventure Oshkosh 2010**

# CHARTER MEMBER EAA 980, SOUTHEAST KANSAS

# Look But **PLEASE DO NOT TOUCH** This Aircraft!

**OWNERS:** Larry & Gloria Leyda, Coffeyville, Kansas  
Aaron & Chika Leyda, Bartlesville, Oklahoma

**AIRVENTURE PARTICIPANT:** 1997, 1998, 1999, 2001, 2002, 2003, 2004,  
2005, 2006, 2007, 2008, 2009, 2010, 2011,  
2012, 2013, 2014, 2015, 2016, 2017, 2018  
2019

Aircraft Name	<b>Beech Bonanza</b>	Year Built	<b>1950</b>
N Number	<b>N5175C</b>	Serial No.	<b>D-2400</b>
Engine	<b>CONT: E-185-11</b>	H.P.	<b>205</b>
Owner	<b>Gloria &amp; Larry Leyda</b>		
Owner EAA Membership Number	<b>EAA 390481 VAA 717073</b>		
Address	<b>2111 Woodland Ave.</b>		
City/State/Zip	<b>Coffeyville, KS 67337</b>		
Pilot - If Different Than Owner	<b>YES - pilot is different</b>		
Wing Span	<b>32' - 9<sup>3</sup>/<sub>4</sub>"</b>		
Empty Weight	<b>1840</b>		
Gross Weight	<b>2640</b>		
Cruising Speed	<b>SLOW</b>		
Landing Speed	<b>SLOWER</b>		

# CHARTER MEMBER EAA 1224, COFFEYVILLE, KANSAS



*Susan Dusenbury*  
SUSAN DUSENBURY, PRESIDENT

# 2024



# AWARD WINNING VINTAGE AIRPLANE