

AMERICAN

BONANZA

SOCIETY





My Latest Beechcraft Adventure

1974 V35B N227CR

By Roger Storch, Nicholasville, Kentucky

I obtained my Private certificate in 1969. However, it was 20 years before I realized the joy and satisfaction of owning a Beechcraft product.

My first airplane was a Cherokee 180 I purchased in 1971. I met my wife Joyce on a blind date the same year when I picked her up in Louisville, Kentucky, and flew back to Lexington for a dinner date. Long story made short, I sold my plane a year later to buy her an engagement ring.

After renting several aircraft for a couple of years, I found myself in a position capable of purchasing an aircraft once again. In 1974 I obtained my Instrument rating and bought a Mooney Executive. At this time my wife and I were living in Lubbock, Texas, and the Mooney served the purpose of traveling back and forth to Louisville and Cincinnati, Ohio, to visit our relatives. However, our lifestyle changed in 1976 when our

twin boys were born. Once again, a family change was the end of airplane ownership for several years.

Fast forward to 1984. We had moved back to Kentucky to start a business and be closer to old friends and relatives. I



Roger and wife, Joyce Storch.

began flying again and rented various planes from Aero Tech in Lexington until 1989. At that time I had the opportunity to join in a co-ownership of a new Beechcraft F33A Bonanza. I was totally hooked on Beechcraft. I joined the American Bonanza Society and attended its Beechcraft Pilot Proficiency Programs.

My admiration for the Beechcraft product continued in 1992 when I traded in the F33A for an A36 Bonanza. This was a very fine single-engine airplane with additional seating my family thoroughly enjoyed. I was also finding it useful calling on vendors and clients for my business on the East Coast.

In 1994 I got the itch to expand my flying experience to multiengine. A partner from the A36 joined with me in buying a Beech 55 Baron and obtaining our multiengine ratings. I flew the Baron for five years and 500 hours until, once again, I felt the desire to up my flying experience a notch.

I bought a 1978 Beechcraft B60 Duke in 1999. This plane served my mission well for 15 years, and we were enjoying the pressurization and near all-weather capability. It was great for business and pleasure. We took many trips to Florida, the Bahama Islands and San Diego. I even got my Multiengine Commercial certificate in it. However, after selling my business in 2012, I decided it was time to take a step back and downsize my flying somewhat. I sold the Duke in 2014 and began the quest for a nice Bonanza.

I had always liked the looks of the V-tail Bonanza and decided that would be my next adventure. I shopped for a year. With



the help of Air Mart in Lexington, Kentucky, I located the plane I wanted and bought it in the fall of 2015. Air Mart was also instrumental in the sale of my Duke. If you are in the market to sell or buy a plane, you should consider Air Mart as a broker.

The airplane I purchased was a 1974 V35B Bonanza, serial number D-9682. I changed the registration to N227CR. It had a run-out engine and could use some avionics upgrades. I installed an IO-520 Continental factory-rebuilt engine with D'Shannon baffles. The propeller was newly overhauled with only six hours on it when I bought it. As for avionics, the plane had a Garmin 530, which I had upgraded to a 530W WAAS. I also added an Aspen Evolution Pro 1000, a GDL 88 ADS-B

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decided to go with a relatively new paint shop located in Kentucky not too far from Lexington. The company is Thoroughbred Aviation. I had received several good recommendations on their work and decided to give them a try. Their main maintenance facility is located in Georgetown, Kentucky, airport identifier 27K. However, the paint facility is in Prestonsburg, Kentucky (KSJS). Thoroughbred Aviation has further expanded by recently purchasing Mustang Aviation Maintenance in Lexington.

I am well pleased with the quality of work that Thoroughbred Aviation did and highly recommend them when you are in the market for a new paint scheme for your bird. You may contact Joe Otte at 859-496-0760 for additional information and receive a bid.

I think I'm finally finished with my makeover of N227CR. Time now to fly and enjoy. However, I may take a look at a new Garmin 750/650 stack or an Avidyne IFD 550/440 while at Oshkosh. 

EQUIPMENT LIST

- IO-520BB
- KFC200 autopilot
- S-Tec yaw damper
- Garmin 530W GPS nav/com
- King KX165 nav/com
- Aspen PFD 1000
- Electronics International graphic engine monitor
- GDL 88 ADS-B
- Garmin Flight Stream 210
- GAMI tuned injectors
- D'Shannon baffles
- LED beacon, landing, taxi, and strobe lights
- Dual and single yokes
- Rosen visors

In and Out, and a Flight Stream 210 to communicate with my iPad. In addition, I replaced my primary engine gauges with an Electronics International graphic monitoring system. I also installed an S-Tec yaw damper. The autopilot is a KFC200 that does a good job interfacing with the Garmin 530W and the Aspen for smooth GPSS flying. All of the mechanical work and avionics installation was done by Mustang Aviation in Lexington, Kentucky. They previously maintained my Duke and have done an excellent job in upgrading my V35B.

I joined the South East Bonanza Society in 2017 and have enjoyed a couple of its fly-in weekends. They are a great bunch and I look forward to many future events with them. I highly recommend any Beech driver in the Southeast or anywhere near there to consider joining our group.

The final makeover of N227CR was a new, modern paint job. I considered several well-known paint facilities but, in the end,

