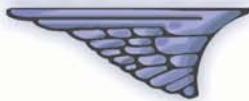


BEECHCRAFT OF THE MONTH



N1733G



Adrian Eichhorn
Alexandria, Virginia

1962 P35

I found a P35 after getting hooked on Bonanzas while flying in one owned by my friend, Ron Timmermans. I met Ron when I spotted a small V-tail Bonanza pin on his lapel. After a lot of conversation about flying, he invited me to fly in his full-size 1964 S35.

In short order, I found and purchased N1733G. Over the years, I have doubled my joy in having done so by tinkering with it when I was not out flying it. These two joys in my flying life have not diminished over the years, and even today I would be hard-pressed to claim one as first choice over the other.

I was thrilled to have it serve as an Oshkosh display aircraft, and very grateful to have it grace the cover of this magazine. Since so much of the same kind of information normally found in a Beechcraft of the Month article was covered in July, I will only give a brief synopsis of what was previously in print, plus some additional items of possible interest.

Some of the commercially available modifications on the airplane include the Alpine Aviation main gear lights, wingtip recognition lights, new Hartzell Super Scimitar propeller and Cleveland brakes.

The seats and side panels are all in leather and custom Air Mod ergonomic seats have been installed. The headliner is ultrasuede, and new upholstery matches the existing interior. The engine has been rebuilt and the parts painted before reassembly. A completely built-in oxygen system has been installed.

The avionics panel (shown here) has a Garmin GMA 340 audio panel with GNS 530 and GNS 430 GPS/NAV/COM, GTX 330 transponder and MX20 multi-functional display and an Avionics Innovations AM/FM/CD player. There are 21 individual Korry annunciator lights.

The entire panel was built in my hangar with basic hand

tools and a small drill press with a circular cutting tool. The Approach Systems Fast Stack Pro Hub and cable system is a plug-and-play type designed to allow do-it-yourself mechanics, home builders and avionics shops to install avionics without having to build the wiring harness.

Approach Systems eliminates the time-consuming, error-prone hand-wiring methods, simplifying installs and upgrades by reducing the complicated technical details required for panel wiring. This is a complete solution that delivers everything you need to perform installs and upgrades fast, cost-effective and safe, while eliminating the "rat's nest" behind the instrument panel. Fast stack ready-built cables are labeled and provide easy, trouble-free installation. For more info on this system, go to www.approachsystems.com.



The panel of N1733G was built using the new Fast Stack Pro Hub and cable system designed by Approach Systems.

EDITOR'S NOTE: The Beechcraft of the Month deviates slightly from its customary contents and format. This one-time change is to accommodate the fact that a major share of information was printed in the July 2005 ABS Magazine (pgs. 9096-9098) under the title, "P is for Perfect—a near perfect P35." That story covered the selection of Adrian Eichhorn's P35

as an ABS display aircraft at the 2005 EAA AirVenture at Oshkosh.

Since then, Adrian was honored with the M.D. Cashion Award for Technical Excellence at the ABS Convention. This is one of the most prestigious honors ABS can bestow. We also learned that Adrian and other distinguished flying members in his family represent

an ideal opportunity for a "Generations" story.

Accordingly, the first section of this article is a brief summary of the cover airplane's features. The second section is a report of the presentation of the Cashion Award to Adrian, followed by an account of how deeply flying runs in this family.



Adrian Eichhorn being presented with the M.D. Cashion Award for Technical Excellence at the 2005 ABS Convention in Dallas by President Craig Bailey.

THE REST OF THE STORY

In addition to the honors heaped on Adrian's P35—the starring role at Oshkosh and the designation as the Beechcraft of the Month of November—there is also Adrian's selection for the coveted M.D. Cashion Maintenance Technician Award. This award is not easily earned and is not often conferred, witnessed by the fact that only Norm Colvin, Dick Pedersen and Lew Gage have preceded Adrian in receiving the high honor.

ABS President Craig Bailey presented the award and commented that Adrian could also have qualified for the equally prestigious ABS Airmanship Award. He pointed out that Adrian easily meets the criteria for the Cashion Award presented to those who have demonstrated "distinguished career accomplishments in aviation maintenance, including specific innovations and the development of training and information materials."

Adrian has these credentials in abundance. He is an A&P and an IA. He is widely known in the Beech piston community for two innovative STCs that he holds. One is for an auxiliary landing light system for Bonanzas and Barons. The other is for safety-related wingtip recognition lights.

He frequently helps fellow owners with annuals and pre-purchase inspections and has provided training to many on how to properly maintain Bonanza and Baron aircraft. That includes his creation of a new feature in the *ABS Magazine* that immediately became a favorite: "What's wrong with this picture?"

He is an accomplished aviator with thousands of hours of airtime and six type ratings in jet-powered aircraft. He's a CFII, an FAA Gold Seal Instructor and has instructed numerous Bonanza and Baron pilots through the years.

FLYING RUNS IN THE FAMILY

Flying in all of its many facets clearly seems to hold a strong and enduring fascination for Adrian. His interest in aviation was inspired by his father, also named Adrian, who was an aviator in the Army Air Corps during World War II serving in the European Theater and later in the Korean conflict. After completing a distinguished career with the Army and retiring

as a lieutenant colonel, he settled in Michigan. Over his military service and more than 1,500 air combat hours, his many medals and citations include the Silver Star, Distinguished Flying Cross, Bronze Star and 12 Air medals. He and his wife Ingrid still reside in Michigan. Both father and son have been members of ABS since 1989.

Adrian was also drawn to aviation by his Uncle Gary Eichhorn, who retired as a major general in the Air Force. When you tally the years, Adrian and his dad and uncle have more than 80 years of military service to their country.

After graduation from Michigan Technical University as a Civil Engineer, Adrian was commissioned as a 2nd Lieutenant in the US Army in 1980. While serving in a variety of nonflying military assignments, Adrian completed a private pilot rating and progressed to commercial, CFII, MEII and ATP ratings.

Adrian retired from the US Army as a Lieutenant Colonel in 2000, after several assignments at the Pentagon. He immediately entered the world of corporate aviation and has flown numerous jet aircraft for the Washington Redskins, AOL Time-Warner and General Dynamics.

Today he is on the flight staff for the FAA headquartered in Hangar Six at Washington, D.C. Reagan National Airport where he flies a Gulfstream IV and a Cessna Excel. Often, his passengers include presidential cabinet members, Members of Congress and other high-level government officials.

His favorite airplane (second only to Bonanza 1733G) is the FAA's flagship, N1. Adrian appears to be living his dream...and what could be better than that?



Adrian with his mother and father. (Inset: Adrian's father as an Army Air Corps cadet in 1942.)