

Ken Bondy Flying Bio

I earned my private pilot's license in 1973, my instrument rating in 1975, and my multiengine rating in 1978. In 20 years of flying I logged 1,757.5 total hours, including 1,597.5 hours as Pilot-in-Command (PIC). I flew a wide variety of single-engine airplanes (Cessna 150, 152, 172, 177, 182, 210, Beechcraft Bonanzas F33, V35 and A36) and several multiengine airplanes (Beechcraft Travelair and Duchess, Piper Aztec.) In 1979 I bought a beautiful 1963 Beechcraft 95-A55 Baron, and in the next ten years logged over 1,000 hours in it, more than half of my total time. The Baron was destroyed in a bizarre accident in 1989, but fortunately nobody was in it at the time. A pilot was taking people for rides around the pattern in his Piper Turbo Arrow during an airshow at Van Nuys airport. He charged them for the ride, and the money went as a donation to the 99'ers, a famous women's flying club. After a number of trips around the pattern he ran out of gas on takeoff (you heard that right, he ran out of gas **on takeoff**) with 3 people on board, a woman, her son and her father (3 generations). Rather than land straight ahead on a golf course, the pilot tried a rarely successful 180° maneuver back to the runway, and this one was no exception. He flew through my hangar, destroying the hangar, the Baron, and skidding into another airplane on the ground which he also destroyed. They all survived but there were some serious injuries. I rented for a few years after that, mostly Cessna 182's, but eventually quit flying altogether. The last PIC entry in my log was July 30, 1993 when I did a solo roundtrip between Van Nuys and Oxnard in a Cessna 182.

