

Fly-In a Success!

July Meeting, Monday the 10 TH, 7:30 PM in our hangar.

AirVenture will be the main topic, so show up and let everybody know about your plans. We'll all be interested in how we did at our breakfast, Jim C. will give us the skinny.

Last Month there was no business meeting at the picnic. A HUGE THANKS to Tom Gahan for not only providing the place, but also most of the food and drink. We had fun!

Around 0600 some bleary eyed 865ers started moving planes and parts, and setting up tables. By 0700 we were ready to go. Pancakes and sausage cookin', sausage gravy and coffee bubblin' and Richard, the health inspector, checking temps. We passed with flying colors and got our permit. The weather looked good and planes started coming in. Thanks to all of our volunteers, we had an enjoyable event, our cashier Liz Bujak, Wayne "pancake" Stiles, Bob "flipper" Crowley, "sausage" Joe Landy, "serveruppers" Jim Coffman,

(Continued on page 2)

The Prez Sez

By
Jim
Coffman



Contents

- 1 Meetings, Fly-In
- 2 Fly-In cont., Globemaster
- 3 Fly-In Pics
- 4 Calendar, Disclaimer and Contact Info.

Dale Neddeau is doing well after his surgery. He said that he feels so much better, he has to be careful not to overdo it.

(Continued from page 1)

Tom Warren, Jim Van Hulle and Tom Gahan, Dick “syrupy” Haigh, Ralph “gofer” Ballard, and last but not least, Jim “PT19” Martin who helped out both Sat. and Sun. Most of the crew stayed to clean up, which made it go fast.

Forty one airplanes were signed in. About half of our usual number. Probably because of the rain storms lurking in the area.

We sold over 225 breakfasts, went through 5 bags of mix, 3 1/2 cases of sausage, 6 large cans of gravy and 150 biscuits.

Chapter Leaders Breakfast

Thank you for making a reservation for the EAA Chapter Leaders Breakfast on Saturday July 29th, 8:00am to 10:30am at the EAA Nature Center - Near the AirVenture Grounds. [Breakfast served from 8:00am to 9:00am (approx.)] We have food and a space at the breakfast reserved for you (and all in your party who you mentioned in your RSVP e-mail), so please let us know if your plans change and you are unable to attend. Also let us know if there will be additional leaders from your Chapter attending with you. For directions to the EAA Nature Center (#91 on the map) go to this web site: <http://www.airventure.org/2005/images/groundsm3.jpg>

C-17 Globemaster III To Appear at AirVenture Oshkosh

A C-17 will visit EAA AirVenture Oshkosh for the first time since 2001.

EAA will welcome a U.S. Air Force C-17 Globemaster III to AirVenture Oshkosh this year, the first time the nimble, utilitarian aircraft has been at Oshkosh since 2001. The C-17 will arrive on Thursday, July 27, and depart Sunday, plus perform several flight demonstrations while here. When not flying, it will be on static display at AeroShell Square. The airplane will be flown to Oshkosh by Lt. Col. Keith Guillotte from March Air Force Base in Southern California. Guillotte has been a C-17 pilot for about 10 years, and flew a similar aircraft to Oshkosh in 1997.

“The plane itself flies like a tiny fighter, it is extremely agile,” he said. “I love the plane, it’s actually one of the best planes I’ve ever flown, that’s for sure.”

The C-17 is the newest airlift aircraft in the Air Force’s inventory, capable of rapid strategic delivery of troops and cargo to main operating bases or directly to forward bases. The aircraft is also able to perform theater airlift missions. The C-17 is a fly-by-wire aircraft, and has a stick rather than a yoke, which is unique for a heavy aircraft. The C-17 is about 174 feet long with a 170-foot wingspan. It’s powered by four fully reversible Pratt & Whitney F117-PW-100 engines, each is rated at 40,900 pounds of thrust. Maximum payload capacity of the C-17 is 170,900 pounds, and its maximum gross takeoff weight is 585,000 pounds. With a payload of 130,000 pounds and an initial cruise altitude of 28,000 feet, the C-17 has an unrefueled range of approximately 5,200 nautical miles. Its cruise speed is approximately 450 knots (.77 Mach).

Cargo is loaded through a large aft door that accommodates military vehicles and palletized cargo. The C-17 can carry virtually all of the Army’s air-transportable, outsized combat equipment and is also able to airdrop paratroopers and cargo. Its design allows take offs and landings on runways as short as 3,000 feet and as narrow as 90 feet wide. Each of the Globemaster III’s four powerful engines churn out 40,900 lbs of thrust.

Globemaster IIIs are currently deployed in a variety of missions, including carrying wounded military personnel from combat areas into Germany. Their primary mission at the moment is flying into Afghanistan, Iraq, and Jordan, extracting wounded soldiers from those locations and taking them to hospitals.

“It’s right at the tip of the spear, that’s for sure,” Guillotte said. “Probably the first people you call when you need airlift because of its reliability and its capabilities of carrying outsized cargo.” C-17s are also very involved with taking soldiers from hospitals on the East Coast of the U.S. and back home to their original locations. In addition, C-17s are involved in anti-drug missions in Central America, as well as support for allies in the Pacific region.

Guillotte is a private pilot and previously owned a Mooney M20CD and a 1958 Tri-Pacer Caribbean. He had planned to fly the Tri Pacer to Oshkosh several years ago, but military commitments kept him from fulfilling that dream. Guillotte is often asked, “How can you fly little planes when you fly C-17s?”

It’s a pretty easy question to answer. “Flying is flying, so you get your enjoyment any way you can,” he said. “Flying little planes is such a unique situation, so different from military flying that it’s just an absolute thrill. People look at a C-17 or a fighter and ask why would anyone want to fly in a 172 or a Piper Cub after that? The answer is simple: it’s all flying and it’s different, different rules and different altitudes, you’re responsible to a different group of people so it’s a real big thrill.

“I always enjoyed civilian flying.”

C-17 Globemaster III Specifications

Primary Function - Cargo and troop transport

Prime Contractor - Boeing [McDonnell Douglas Corp.]

Power Plant Manufacturer - Four Pratt & Whitney F117-PW- 100 turbofan engines

Thrust (each engine) - 40,900 pounds

Wingspan - 170 feet 9 inches (to winglet tips) (51.81 meters)

Length - 173 feet 11 inches (53.04 meters)

Height - 55 feet 1 inch (16.79 meters)

Cargo Compartment - Length - 85 feet 2 inches (26 meters); width - 18 feet (5.48

meters); height - 12 feet 4 inches (3.76 meters) forward of the wing and 13 feet 6 inches (4.11 meters) aft of the wing

Speed - 500 mph (Mach .77)



Top two pics: Jim Coffman (L) and Jim Van Hulle and Tom Warren serve ‘em up. Next two pics: Wayne Stiles and Bob Crowley try to look professional as the health inspector, Richard, looks on. Liz Bujak sells a ticket as Kathy and Ed Schrader wait in line. Bottom two pics: The Andrews Flight Training Crew set up their info table. Jim Coffman, Jim Van Hulle and Wayne Stiles clean up the hangar on Sat.



Two left pics: Tom Gahan in winter face, working on his canopy.

Right two pics: Tom in summer face working on his wheel pants fittings and testing the canopy fit.

Calendar of Events

July 9: Hastings Fly-in & Pancake Breakfast

July 15-16: MULA Fly-In, Chesaning

July 24-30: EAA AirVenture, Oshkosh

August 5: Corn & Sausage Roast, Wolverton Field

August 13: South Haven Fly-in & Pancake Breakfast

August 19-20: Duffield Fly-In, Purdy Field

August 19: AirAffair, Holland Park Twp. Airport, 7:00-3:00

August 19: Kalamazoo Newman's Field Fly-in Lunch

Aug. 20: Ducks Picnic Fly-in

FOR DETAILS ON ABOVE EVENTS CALL RALPH @ 269-684-0972

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