



# Pilots Progress

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## Remodeling The Hangar

**The March Meeting will be held on Monday the 10th, 7:30pm at Tiny Tots, 2459 Yankee St. two blocks west of the bypass.** Member, Aaron Preston, who is in the Air National Guard, will relate some of his experiences.

### Last Month we:

Had 12 members and 3 guests.

Bob B. talked about setting goals to have a Venturing Crew organized ASAP, having two fly-in breakfasts and a BordonFighter fuselage in the Apple Festival Parade. No objections.

We will repair the entrance door, construct a canopy over it, and have a lock admitting all members.

After discussion, a motion was made and seconded, to budget \$1600.00 for hangar remodeling, passed.

Barney O'Hare is in the hospital, but plans to join us on a trip to the AirZoo in March. Any interested member can contact Bob Baird.

Bob is inviting members to join in the final construction of the MiniMax as a Chapter project. Members will be qualified to fly it after proper training.

After discussion, a motion was made and seconded to sponsor a BSA Venturing Crew, passed. Marty and Aaron Preston and Jim Van Hulle volunteered to be committee members.

Thanks to all who came and participated!

At the Feb. meeting, \$1600.00 was allocated for hangar remodeling. With this money we will be able to construct a proper meeting room and functional workshop. It will be well insulated, heated and aesthetically pleasing. It will be per the basic plan outlined in the Feb. newsletter. Any member wishing to be involved in the project, whether by procuring materials, or the actual building process needs to let the officers know, and attend the meeting. We are moving ahead with this capital improvement because we have committed our Chapter to be more involved in the community, with the formation of a BSA Venturing Crew, two Fly-In Breakfasts this year and participating in the Apple Festival Parade. We hope to increase our membership and have a quality place where all members can have access and a project or interest they can pursue. Bob Baird is working hard, both as our president and to get his CFI & II. When he does, the Chapter will have a chance to participate in the training of pilots, by having a great facility for ground school and student preflight briefing. Not to mention finally having an instructor, who is home based at our airport.



## The Prez Sez

By  
Bob Baird



### Vision Verses Reality

Remember in high school during gym or track and there was a high jump sitting around left over from the track & field guys. Remember yourself as a kid sizing up the crossbar and the whole thing sitting there in front of a nice inviting sand pit. How could any kid resist setting the bar just as high as he thought possible to jump and then give it a try? Some guys used a scissor jump and others used a roll jump but getting over the BAR was a real thrill.

There's a lesson in this for us mugs. It's one of those metaphor deals. Let's call the metaphor *vision verses reality*. Setting the bar represents the vision. A really great idea, a hope or a dream is a vision. The vision is only a part of the whole picture but it's a necessary, essential part.

Too often visions are shut down. There are relegated to the

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graveyard of broken dreams. We put on the brakes. Wait a minute, can we do it? Will we do it? The kid at the high jump has to develop the nerve and the technique to get over the top. He has to overcome the fear of failure. He may work at it over and over. Failing, but then trying again. That is the action. Step number two. That's where we get the *verses* in, *Vision Verses Reality*. Verses is where action hits the pavement. Move'in on down the road. It's like a contest against one's self and winning leads to a greater self, aye? A new place in life. Finally going over the top is the accomplishment part, the victory. Setting the bar is step one, the vision. Then step two is the action, working at it. Then step three is a by-product of step one and two, the accomplishment. Putting all three together reshapes a new reality. A kid who wants to jump the bar but is afraid, a kid who's trying to jump the bar and a kid who has jumped the bar are in different categories.

So if you think about it, all three phases are necessary. Phase one, the bar was set at the last meeting. Here's a summary of some of it.

**First**, to new put a new roof on our hangar and a new door with a coded lock that will allow access to all members. All members should be able to lead tours or work at the hangar whenever they want.

**Second**, we want to build a new lounge and meeting area. This will be a quality area with memorial pictures on the wall and neat stuff to look at. The macho pilot area. We could have a small cooking section for snacks. This area would present us to our guests and would be a place for our meeting and for

meetings with other groups like the Venture (air scouts) unit. We could even have a cot in there for stranded pilot as a club courtesy.

Setting the Bar. A third goal would be a remodeled work area. It would be well insulated like the meeting area. A great place to work and to feature 865's many airplane projects that are in construction phases.

**Finally**, for fun and club promotion, we'll build a float for the Apple Festival Parade with a WW-1 replica on it. The first Boredom Fighter is going to be that far along in September!

Vision verses reality is an unfolding story of those who dream to fly. It is what we hope for, what we want, what we dream about doing or having. It's something that we set our hopes for the future on. Talk to anybody who's built or is building an airplane and you'll be talking to someone who's changing their reality. They are working at going over the bar. To some extent, for all of us, our vision determines what we become and what our future is going to be like. When vision and careful thought is mixed with some determination and resources, it becomes the metaphor of a young kid setting the bar.

For me personally the bar is IFR, Commercial, and then a CFI/CFII rating by May or June. Also, the bar for this summer, is completing the MiniMax and working on the Boredom Fighters, and then getting to Oshkosh. These are the hotdogs, the front burner stuff. I'm hard at it mugs.

Guys! See you at the next meeting. The 865 has set the BAR and baby there's a whole lot of shak'n going on! Don't miss out. Check us out

## Back In Time.....

by Vice President Jerrid Burdue

Not many people can say they have flown in a B-17. In 2004 at the Benton Harbor airport Collings Foundation fly-in, they had a B-17, B-24, and a B-25. I wanted to fly in the B-25 but they did not have enough people to fly in it. So I flew in the B-17. It was a 30 min. trip over the coast of Lake Michigan. Taking off, I sat right behind the copilot. Once we got in the air, I went through the bombay and into the boomer area. It was a smooth landing. It was lots of fun and I hope that many people to come, will be able to enjoy it.

## Venturing Crew Update

The committee met with Aaron Bradford on Monday, Feb. 25 and filled out the paperwork. Marty Preston will be Advisor, Ralph Ballard Chairman, Jim Van Hulle and Aaron Preston, Committee Members and Bob Baird Executive and Liaison. A training session will be held at 6pm, before the March Chapter meeting.



Above, the Venturing meeting at McDonalds and below, Doug Tyler makes a motion to budget money.



## Greetings, From Baghdad <http://www.homebuiltpairplanes.com/forums/index.php>

I just wanted to post a message here to say hello and let you all know that things are going ok over here for me on my deployment to Baghdad. Although I have not posted since arriving here, I have been popping on now and then to make sure everything is running smoothly. I'm flying around 85-100 hours a month now which works out to about 4 days on 3 days off a week. For quite awhile I was flying 8 to 10 days straight, just with shorter flight times. Made for a severe lack of motivation to work on things here at HBA. However, now that I've settled into somewhat of a routine I hope to be on here much more.

For those of you who don't know, my name is Jake Crause and I'm the Site Owner. I'm also an OH-58D Scout pilot serving in an Air Cavalry unit in Baghdad. I'm also an avid homebuilt aircraft fan, Cheerleader, and soon to be builder. I created this site in the hopes that one day it would become useful to someone. I'll let the members decide if it is succeeding.

Before I left for Iraq I built my 15 foot worktable, insulated my shop, and purchased the Corvair engine that would power my Pietenpol Aircamper project, for which I already had the plans. I was all set to start the build but with the Deployment on the horizon I decided to hold off. While here, I've done some soul searching about what it will take to complete a plans-built aircraft like the Pietenpol. I came to the realization that a Plans-built project, during this phase of my life, is just not realistic. With the prospect of deployments, training missions, schools, etc I believe that a Kit-Built is going to fit me better. I want to be able to come home from a month long training mission, walk out to the shop with my son and, with minimal hoopla and head scratching, pick up where we left off. Having a detailed construction manual and all of the necessary materials at hand is going to go a long way to make that happen. Don't get me wrong, a Kit-built will have plenty of ups and downs, but I'm hoping that building something that has a tried and true step-by-step process will keep me on track a little better.

So, now I'm on the hunt for a new project and I think I've got it narrowed down to 4 kits....The RV-7, RV-7A, RV-8, or RV-8A....<GRIN>. Ok, those are not the only kits that catch my fancy but if I'm going to build a kit with the minimal amount of fuss the RV is a sure thing. The performance is wonderful, it's easy on the eyes, it's dependable, and, from what I understand, the builder support and construction manual cannot be beat. So...for a military pilot who has a family and a war to worry about, it's about perfect. Of course it does cost three times what the Piet was going to cost but I will gladly....ok, maybe not gladly, but I WILL be willing to part with more money to ensure a more relaxed and less head-scratching build. Why do I feel guilty though??? <GRIN>

So....I'll probably be on here getting my moneys worth asking all sorts of questions about aluminum and bucking bars now. Please bear with me 🙄 .

Well, that is about it for now. I'll go into some more details about my adventures over here at a later date...like my total hydraulics failure in a 30 degree descending right bank over a very hostile area.

That was fun 😊 .

Talk to you later.

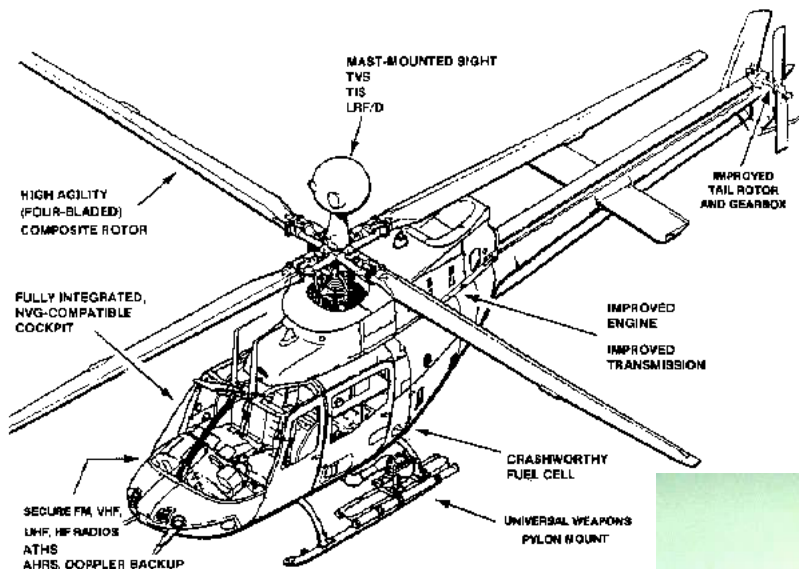
Jake \_\_\_\_\_

Jake Crause  
Baghdad, Iraq



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**OH-5** The OH-58D Kiowa Warrior is a two-place single engine armed reconnaissance helicopter.

**At the Feb. meeting, Jerrid repeated his stress test on the spar wood, with about the same positive results. From left: Brad Bowhuis and his Dad, Jerrid, Dick Haigh, Jim Van Hulle and Bob Crowley watch the loading of the weight.**



Kiowa Warrior features.



### Calendar of Events

- Apr 12, 2008 Purdue Fly-in/Drive-in** West Lafayette, IN 99 miles
- May 18, 2008 Fly-In & Drive-In Pancake Breakfast** Benton Harbor, MI, USA 21 miles
- May 18, 2008 EAA Chapter 15 Fly-in Breakfast** Romeoville, IL, USA 94 miles
- Jun 8, 2008 EAA Chapter 304 40th Annual Fly In Cruise In Pancake Breakfast** Jackson, MI 100 miles
- Jun 8, 2008 Wings and Wheels Breakfast/Lunch** Lansing, IL, USA 69 miles
- Jun 15, 2008 Fathers Day Breakfast** Elkhart, IN 20 miles
- Jun 15, 2008 Hastings Dawn Patrol** Hastings, MI, USA 75 miles
- Jun 20-22, 2008 Lest We Forget** Benton Harbor, MI 21 miles
- Jun 22, 2008 22nd Annual Fly-In Breakfast** Niles, MI
- Jul 5-6, 2008 Steak Fry & Pancake Breakfast Fly-In & Camp-In** Watervliet, MI, USA 25 miles
- Jul 11-13, 2008 3rd Annual Fly-in and Pig Roast** Kankakee, IL 96 miles
- Aug 30, 2008 Fly/In Cruise/In** Marion, IN, USA 94 miles
- Sep 20, 2008 EAA Chapter 865 Fall Fly-In** Niles, MI
- Sep 28, 2008 Fly-in and Pancake breakfast** Berrien Springs, MI, USA 10 miles

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