

865s Summer of 2007

May Meeting, Mon. the 14th, in our hangar, 7:30pm

Agenda:

1. BBQ/Old Buzzards Fly-Out
2. Sign for hangar exterior.
3. Apple Festival
4. Chapter Fly-In/Breakfast
5. T-Shirts

Refreshments will be served

Last Month: Old Business

- ◆ Sign discussion. Dick Haigh has two aluminum sheets we could use. Doug Tyler will check into materials and make sandwich signs for meetings and fly-ins. Dale Neddeau said that he may have one already made up.
- ◆ Old Buzzard BBQ/Fly-out, final planning at May meeting
- ◆ Apple Festival, Bob Baird will check on cost.
- ◆ Member Project, Bob B. will bring Mini-Max wing to work on and set work schedule.

Jim Thompson will lend us a Shopsmith to use in hangar. Thanks Jim!

New Business:

- ◆ Final Planning for the 2007 Fly-In Breakfast will be at the June Board meeting.

This Spring and Summer, promises to be one of the most active in our history. The Old Buzzards BBQ/Fly-Out on June 2, in our hangar. Our annual Fly-In on June 24, an ongoing Mini-Max project in our hangar, the annual pilgrimage to AirVenture July 23—29, and another Fly-In in Sept. I hope the members will support the board and turn out for these events and also participate in the planning and work needed to make them a success. Volunteers make the EAA work on all levels. Not to mention that it's just plane fun!

Below is Bob Baird showing us the Boredom Fighter plans. Right is Jerry Burdue looking over an aileron.

The Prez Sez

By
Bob Baird



Hello Guys and Gals of EAA #865 I've mentioned so many projects in the last few news letters that I feel a need to give you some up-dates on the progress.

Here's the latest on the MiniMax project. By next meeting on May the 14th I'm hoping to have the MiniMax at our hangar and to have things organized well enough to begin work on assembling the left wing. All major assemblies of

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BBQ/Old Buzzards Fly-Out, Sat., June 2, 11am till ?. Bring the family, a dish to pass. Chapter will provide burgers, brats, drinks, tableware and condiments. Pilots and Planes needed. Contact: Bob Baird, 269-684-7209

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the MiniMax are completed except for the wing. When the wing is assembled we can begin finish assembly and rigging of the airplane as a whole. So my plan is to get the table ready for the wing assembly. We can use the same table to begin the Boredom Fighter assemblies. I'm sure Jerrid is anxious to get started on his Boredom fighter project and so are a few others. So at next meeting we can all see the materials for the Boredom Fighters because I will move those materials to the hangar also. I'll often refer to the hangar as the Airplane Factory.

The MiniMax has a set of wood floats that are ready for installation. For those of you who want to build a set of floats for an ultralight I have the plans to scratch build them buried some where deep in the catacombs of my file cabinet. With a little archeological excavation I think I can find a fossilized but readable form of them. We are going to have a whole bunch fun with this MiniMax project which is now about 80% complete. Later I think we will have a ball setting up the floats with educated guesses for the angle of incidence and then trying her out on Barron Lake . Taking her out on the lake for taxi tests will be thrilling. I also have a KR-2 project, an AcroSport II project, a Goldwing, and the commitment to help build Boredom Fighters, so getting the MiniMax up to speed is only the beginning. For the next couple of months I'll be flying almost every week day out of SBN to advance my license to CFI/CFII. Boy! I am blessed to be busy with aviation stuff like this. Later in the year we might schedule a Private Pilot or

Instrument Pilot ground school for our club and for others outside of our EAA Chapter.

The KR-2 project I mentioned was given to me by Dale Neddeau. I'm willing to give it to someone else in the club and to help them take it forward to completion. What a deal, aye! So I'm hoping to get the KR-2 moved to the hangar to help generate some interest in it. That KR-2 is a fast little airplane.

I am planning to do a few up grades on the 1941 Rearwin Skyranger such as wheel pants, strut fairings, graphics, and some instrument work but unfortunately for me I am going to have to sell it. Sob! It will have a fresh annual with 1450TT hours and 450 on an engine. Whoever gets it will have a great and fun airplane to fly with minimal maintenance costs. I hope I haven't sounded too commercial as club president and too self-serving with all this stuff to get flying and to liquidate. Fun and fellowship with other pilots and builders is my motive for myself and for all in the club. So before I sell the Skyranger I want to take everyone for a ride who would like to experience it. A 1941 prewar aircraft, tail wheel, stick and rudder, the way things use to be. You'll love it. Come fly with me!

At next meeting we will have a wing rib and aileron rib jig there for the Boredom Fighters, for Acrosports and for a MiniMax. We also have the ribs completed for four Boredom Fighters. So if you would like to build a Boredom Fighter or anything else lets get to work at our airplane factory. Let us all know at next meeting what you would like to build or to help on. I plan to order some materials for the Boredom Fighters. The order will

be for Sitka capstrips that need to be 12 foot long, 7/8x7/8 and for some 1/4 capstrips for ribs. If you want to order some wood lets get it all ordered and shipped together for a better rate. Exciting aye!

Finally mugs, I wanted to bring to completion the article about tail landings from my own perspective. In the previous article I told you how worried I was about taming the quiriness of a tailwheeler. I've hear and you all have heard a lot stories and general talk about ground loops and having to, "Stay with'r till the tires are chocked. It ain't over until the little stinker is in the hangar." Those kind of stories. We've all heard them and I was intimidated. I tell ya friends, I hate to admit it, but I am a slow learner when it comes to flying. I mean when I am with a flight instructor in the cockpit I'm a really dull minded student. Can you say stupid? When it comes to learning new stuff I begin and end on the flat area of the learning curve. I just don't get new techniques right off the bat. I'm still trying to keep polished-up on the old stuff I learned. (There is a blessing in this; it helps me to be a good teacher). So I have first hand understanding of stupidly and poor coordination. So Dell Heiter, an excellent and patient CFI/CFII, got me through process of being tail wheel endorsed. It took me a long time but thanks to Dell's patience, I got it down.

Now that I'm tail wheel endorsed, I believe I could help just about anybody to do it. The key is taxi, taxi, taxi and taxi. As you taxi slowly, graduate to higher and higher speeds and do more and more ground maneuvers using brakes and rudder to keep it on the yellow taxi lines, perfectly

centered, no drifting. It's no longer just keeping your plane between the ditches as we get kind of sloppy with our forgiving nose wheel airplanes. The precision you exercise and practice will get you a great feel for the plane on the ground. Then with an instructor you'll make a smooth transition into three point landing and then to do the more difficult wheel landings. Of course avoid cross winds at first. When you first begin with a new airplane try flying a few low altitude trips down the runway centerline with out landing. This is a good way to get use to your airplane and to prepare you for go-a-rounds. Go-a-rounds are the world's cheapest airframe insurance premium. You'll soon find out that you can handle a tail wheel airplane and like it. When that first three pointer landing you make, feels perfect from final approach to turning off the hangar lights you find it's a piece of cake. It's not as hard as going down the runway on a three wheel skateboard at sixty knots while standing on one leg and steering it with a rudder pedal. It's something anyone can master and do and love. It will make you a better pilot for the effort of learning it.

When you have tail wheel landings mastered it's almost like the joy you experience when going from a tricycle to a bicycle. You'll like it a lot and have more flexibility, skill and freedom. Happy landing Mugs. See you at the meeting. Bob Baird.



Boredom Fighter

Youth Education Program Ideas EAA Chapter 729

For several years, Brett Herrick with assistance from other chapter members has conducted aviation oriented classes at the Foundation for Youth in Columbus. He has funded this program himself with some financial assistance from the Columbus Airport and Chapter 729. The programs were initiated as a compliment to the Young Eagle Flight Program. The following is Brett's update on the FFY programs.

At the FFY, the classes continue to use the "Flight Site" that was at Parkside School. But, I have expanded these classes to include the following projects:

- 1, Fantastic Flyer balsa glider
- 2, FFY Flyer balsa glider
- 3, Delta Dart balsa/tissue rubber band airplane
- 4, "Bottle Rockets"
- 5 Sled Kites
- 6, Making Wooden Airplane Ribs
- 7, Fly a remote control model airplane
- 8, Flying Microsoft Flight Simulator
- 9, Participating in a Young Eagle Flight Rally

There are two different ways to look at what the students gain by participating in these classes. Both are equally valid. First and most obvious, these classes are a chance to learn about aviation. The students learn about aviation by learning some affordable/age appropriate ways to be involved in aviation, some basic model making skills and they have fun. To do this, I have a series of projects that the students build and fly. Beyond this, they can fly a flight simulator or get to go flying in an airplane.

The second way to view these classes is that it chance to learn basic skills that can be applied in many different ways. The skills learned can include basic math and science, weather, how to make things, goal setting and working in a group. The FFY calls this "stealth learning". I use aviation to make the classes interesting but we are teaching skills that can be applied elsewhere.

One of the things that I have found is that these classes need to be adapted to where ever they are offered. An example of this is that the Parkside Elementary School library, where we previously offered classes, has a great balcony for launching gliders. Whereas, the classes at the airport offered a nice outside area for flying models (i.e. outside the fence) and the ability to take the kids out on to the airport ramp when the models are drying. The classes at the Foundation for Youth have the ability to reserve the gym for flying models. But, these FFY classes need to be more flexible as attendance varies depending if the students are able to attend each week (i.e. may depend on which parent they are staying with that week or when they are getting picked up).

For these classes each student has their own set of tools that they use. This allows each student to focus on their own project. Students do not have to spend time figuring out where the needed tools went or if someone is making their project faster then them. Further, every attempt is made to use tools that are low cost and can be purchased locally (i.e. this gives examples of what they could use if they want to be making models at home). The cost of the contents of these kits is approximately \$30/ each. *Continued next month*



**A few Boredom Fighters, Top L, N70Fb Frank Baldwin, R, F08GK Michel Roba
Bottom L, N264JP Jim Piavis, R, N90553 Kalamazoo Airzoo (Prototype)**

Calendar of Events

- April 28:** American Legion Chicken Lunch, Three Rivers Airport
- May 12:** Annual Blessing of the Planes, Fremont
- May 19:** Barfing Dogs Spring Fling and Poker Run, Wolverton Field
- May 20:** Fly-in breakfast, Benton Harbor
- June 15-17:** Father's Day Fly-in, Uncle John's Cider Mill, Info...Bob-Beck (989) 224-1675.
- June 16:** Alamo Air Force Olympics, Perry Field, Schoolcraft, MI 10:00 a.m.
- June 17:** Fly-in breakfast, Three Rivers
- June 24:** EAA Chapter 865 Fly-in breakfast, Niles
- June 30:** Steak Fry, Watervliet
- July 1:** Fly-in breakfast, Watervliet
- July 14:** Alamo Air Force Lakeshore Run, South Haven Airport, 10:00 a.m.
- July 14-15:** MULA Fly-in, Chesaning Airport
- July 23-29:** EAA AirVenture 2007, Oshkosh
- August 11:** Corn and Sausage Roast, Wolverton Field

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

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