

## Happy Thanksgiving!

**This months meeting will be held on Monday, Nov. 13, in our hangar, 7:30pm.**

**Last Month:** Thanks Bob , and all who brought a dish, the chili supper was fantastic! Bob Baird accepted the nomination for president, to fill out Jim Coffman's term and was unanimously voted in. Bev Thompson made up business cards, with Chapter and Young Eagle information, to be left in the FBO office. Bev suggested we have a Fly-In during the Apple Festival next year, in addition to our regular June Fly-In. No decision was made.

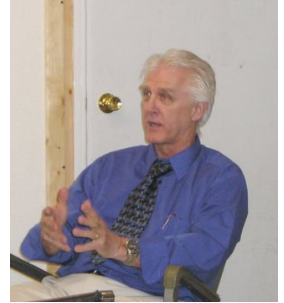
### Members Needed

Any organization that wants to stay in operation, needs to build membership. Ours is no exception. What's the best way to do that? Here are a few ideas.

1. Bring friends or family members to a meeting.
2. Publicize meetings using the newspapers, posters or word of mouth.
3. Have an interesting meeting, (a speaker, demonstration or food) all three would be good.
4. Have ongoing activities, (a chapter project, fly-outs, Young Eagles Rally, facility tours ).
5. Have active members to organize the above.

### The Prez Sez

By  
Bob Baird



It's a real privilege and honor to be president of #865 of EAA. It would be an honor to be the president of any EAA chapter but especially #865. Why is it an honor? Look at the accomplishments and the people of #865. How many chapters have RV builders, Minimax builders, EZ, Delta builders and members that are flying both conventional and classics like Chief, Stinson Station Wagon, Culver Cadet, Champ, Skyranger? Our members also represent many other projects that are flying, close to flying, or aircrafts that are under construction or restoration? You gotta love it! #865 EAA is not just a bunch of hangar flyers but real doers. How many chapters have built their own hangar and club house right on the airport grounds? We have. How many chapters have a miniature

*(Continued on page 2)*



<< We all enjoyed the chili supper and GREAT deserts at the last meeting.

### Contents

- 1 Meetings, Prez Sez
- 2 Prez Sez cont., Sport Pilot
- 3 VP1 Pictures, Sport Pilot cont.
- 4 Calendar, Disclaimer and Contact Info.

### EAA Flight Planner

With the "EAA Flight Planner," EAA Members can easily plan a VFR flight, view a route on current maps (including Sectional, WACs, and others) , check NOTAMs and weather, file with DUATs, and many other functions. This is a \$50 value available FREE to all EAA Members!

aircraft factory working right out of their own facility? We do. Anybody that visits our hangar or one of our meetings will stay things are happening in Niles #865 EAA. If you like airplanes you gotta say, Wow! There is a lot of activity and aircraft represented by our outfit. How many chapters have such a wide variety of experience and skills? We have doctors, businessmen, farmers, engineers, blue collar, pastors and white collar all making contributions to the legacy of the chapter and to the thrill and joy of personal aviation. That's special. As time and technology stir the pot none of us really knows what the future holds because we are moving in tandem with the experimental aircraft industry's leading edge. We are moving upward and onward, even into space and supersonic homebuilts because the industry is moving there. It's not inconceivable that someone will be building a jet or rocket powered aircraft in our chapter soon. We represent the leading edge of homebuilt experimental aircraft in Niles, Michigan with our group. Because of our great people resources we are building and flying planes that most only dream of. Our people are building planes that are the current hardware of yesterday's dreams. We are #865 EAA and we have plastic fantastic moldless composite airplanes, wood airplanes, aluminum, tube and fabric, antiques, classics and modern airplanes that look and fly like new. If you like aviation

equipment and flying than it's an obvious privilege to be associated with such a group as #865 EAA. Thank you for honoring me with your association and I'll do my best at being your president of #865 EAA. I would like to thank Jim and all the dedicated work of the present and past officers of #865. We are standing on the shoulders of the work and vision of many others. So it is our time to be good stewards of the present, to look towards the future with enthusiasm and vision and to have a great time with our love of flight, aeronautical engineering and aircraft.

### **Sport Pilot, Too Much Hassle? by John Chapman**

From the number of ultralights for sale at Barnstormers.com and in club newsletters, it appears that many of the people for whom the new Sport Pilot rule was created aren't interested in participating. I could buy a used Phantom right now for less than half of what I paid for one in 1985! This is not good. Yet, many pilots would rather sell their planes than register them and become Sport Pilots. Is it the cost? Maybe I'm wrong but I think that a registered Sport Plane will be worth more down the road than the price many are asking for their planes now. Check it out, even G.A. planes are selling at really low prices. With the cost of fuel and insurance there are a large number of aircraft for sale and that drives the prices down. It's not a good time to sell a plane. Part 103 is always an option. There are some great models of ultralights that, with the 24 pound parachute allowance, make it under the required 254 pounds. The Maxair Drifter, Challenger, Hiperlight, Aerolight 103, Quicksilver, Hawk, Phantom and several others can be made legal and flown as ultralights. The two big sacrifices when choosing these planes are that you have to go back to the 5 gallon gas tank and unload the big engine. That Hiperlight flies great with just 28 horsepower! For floats, the Part 103 allowance is 60 pounds. So, a Buccaneer single-seater with a parachute must weigh 338 pounds or less. Is that possible? A single-seater ultralight with a parachute can weigh 278 pounds or less. Don't be discouraged by the pending registration of your heavy ultralight. I'm an ultralighter from a long time ago and I love the

freedom of Part 103. But when I couldn't fly my young daughter in my Challenger trainer under the instruction exemption, I decided to "get my ticket." I have to say that I dreaded the annuals and biennial flight reviews but after having done them for 9 years, they aren't nearly as bad as I thought they'd be. The annuals are a pain and some expense. When I build or buy my sport plane, I'll take the class and do my own annuals. The biennial is really a lot of fun. Every two years, in August, Clark Smith, my instructor and long-time ultralight buddy, comes to my house for my biennial flight review. We sit in lawn chairs, sipping iced tea and cover the 1 hour of ground instruction. Then we hop in the Champ and go through various maneuvers, brushing up on areas that need it. It really is like a refresher course and I actually look forward to flying with Clark.

Dan McKean and Rick Wolfe are already Sport Pilots with registered planes and can help guide the rest of us along. Rick emailed this message earlier this week, "Bottom line, take the 40 question test, pay \$80 bucks and get a check ride and you're done. The check ride for me just in PPW was \$460 dollars. There is a guy in Nappanee Indiana, that will inspect the plane to be N-numbered for free. I believe his name is Lowell Farrand. I have called all over the USA on prices for the check ride in the fixed wing, trike, and ppw and found all kinds of prices. It all depends on how bad you want to keep your hours, or how bad you want to ride with a CFI and pay them." Rick has written an article that will appear in Aero Connections Magazine soon. We have until January of 2008 to register our planes and get checked out to be Sport Pilots if we want to do it the easier way. Your logged ultralight hours will then count as hours accumulated as a Sport Pilot. That is a good bonus especially if you want to insure your plane. Having a registered Sport Plane with your logged hours will make insuring it much easier and cheaper. With the Cory Lidle plane crash into the New York high-rise and the increasing number of mayor daley's (not worthy of being capitalized) in the world, civil aviation is at-risk to say the least. National organizations such as AOPA, EAA and ASC are defending our flying privileges and need our support. I haven't done the math but I'll bet that the entire General Aviation community amounts to



Ralph,

Here are a few photos of tonight's accomplishments with the VP. I think the next step is a full go around the patch. I was dealing with some crosswind component tonight and the rudder is highly effective. Airspeed was around 50 knots. I did a W&B today, she comes in at 510 lbs. CG for 195# pilot is exact center. Handling so far is great, it's light on the elevator and a little heavier on the aileron. It feels somewhat like a Luscombe. More to come...Doug

*(Continued from page 2)*

around 1% of the public or less. The civil aviation community needs to be unified to ensure a bright future. By becoming "official" members of the General Aviation community, we can join the efforts to preserve our flying way of life in the face of a complacent, if not hostile public.

The thought of giving up flying never crosses my mind. It is a huge part of my life and identity. I can't imagine never again seeing the mist of the ground fog glowing white in the morning sun, being a part of a 180-degree sunset or sunrise, or flying into the Secret Aerodrome or Puckerbrush International to meet new friends or to catch up with old ones. We see the world from a wonderful viewpoint and have experienced nature in all its power and its beauty. It is what called us to the air in the first place and what keeps us flying no matter what hoops we have to jump through. I hope you'll continue to share the air with me for many years to come.

**E-mail From Sam Pavel. Chapter 132 Pres.**

I've attached a picture of the first flight of the Fat Boy. Fat Boy is a wooden VW powered airplane designed by Denny Hackbarth from Bremen. It will hopefully be distributed through JDT in Nappanee, the Mini-Max people I hope to get Denny up to a meeting soon to tell us all about it.

# Pilots Progress

P.O. Box 444, Niles, MI 49120-0444

## Calendar of Events

Nov. 13– Chapter Meeting, 7:30 PM  
Dec. 2– Michiana Area, Pilots Christmas Party,  
Hostetlers Hangar, Nappanee Airport  
Dec. 11– Chapter Meeting (Christmas Party?)  
Jan. 1, 07– Hangar Over Lunch, Nappanee  
Airport  
April 17 to 23– Sun ‘N’ Fun, Lakeland FL  
July 23 to 29– AirVenture, Oshkosh WI

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

Pilots Progress is published each month by Experimental Aircraft Association Chapter 865, Inc., located in Niles MI. The contents are for the use, education and enjoyment of the chapter. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 865 or the EAA. Members are encouraged to submit articles for publication. Other EAA Chapters may use articles for publication, as long as credit is given. Meetings are held at our Chapter Hangar, east side of the airport on Lake St., Niles MI, unless otherwise stated in the newsletter.

**PRES.:** Jim Coffman (269-429-7759)0

**VICE-PRES.:** Dick Haigh (269-695-2057)

**TRES.:** Dale Neddeau ( 269-663-6194)

**PROGRAM DIR.:** Jim VanHulle (574-271-8533)

**SEC./NEWSLETTER:** Ralph Ballard (below)

**Submit Articles to:** P.O. Box 444, Niles MI 49120  
269-684-0972 - - - raphyboi02@sbcglobal.net