



EAA Chapter 865
Home of the Heath

Excellent Meeting!

This Month, the meeting will be held at Tiny Tots, 2459 Yankee St., two blocks west of the bypass, on Monday, the 14th at 7:30pm. Further planning and discussion on the Fly-In and form committee for the Hangar Project. View more progress on the Boredomfighter.

Last Month:

Dues are Past due.

Dale N. & Jim V. will repair door. Update on MiniMax. Discussion about Apple Fest Parade. Aaron P. gave update on Venturing Crew. Update on Boredomfighter. Signup for Fly-In Committee (D. Haigh, Jerrid B., Bob B., Mark & Brad Bowhuis, T. Huizinga, Bob R. & Jordan, Ralph B.) Thanks to the volunteers!



GRISSOM AIR RESERVE BASE, Ind., -- A Grissom KC-135R Stratotanker offloads fuel to an A-10 Thunderbolt from Whiteman AFB, Mo., during a refueling mission. . The refueling took place in the skies over Missouri. KC-135R Stratotankers are capable of refueling a variety of fighter, bomber and cargo aircraft. (U.S. Air Force photo/Tech. Sgt. Drennen Gaffney

We had an excellent meeting, which included a very interesting and entertaining talk by Aaron Preston. Aaron is in the Airforce Reserve and flies out of Grissom on KC-135R's. He also brought along some cool pictures of KC-135's in action. A visit from Donald McAlhany who was a close friend of Korean War Ace and Test Pilot, Iven Carl Kincheloe. Don called him Carl and was impressed by the Daily Star Horizon article about Jerrid, whose interest in aviation reminded him of his friend. Carl was always urging Don to take flying lessons with him at the Niles Airport, which were financial out of reach for Don.



Aaron describes some of his experiences flying on the KC-135R's out of Grissom and some stories related to him by other airmen

The Prez Sez

By
Bob Baird



Looks like I'll be out of town during the next meeting. I'm going to miss you mugs and would like to be in the middle of the mix. Good weather is beginning to show up but mugs, I'll be where weather is great! I'm hoping to be munching of some HOT JERK chicken wings in Haiti about the time you're at the meeting on Monday night. Yup! Bring on the sauce! I'll be back in a couple weeks and will be chomping on the bit to help more with the club events, committee meetings, and with the Boredom

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Don talking about his friend, Iven (Carl) Kincheloe.

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visit these web sites

[Saint Joseph and Benton Harbor](#)

[WWII Reenactment Weekend](#)

[June 20-22, 2008](#)

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Fighters. Hope to learn a little about making jerk chicken for one of the club meeting. YIKES! Outside BBQ. Hot stuff. I know you're licking your chops. Bring the TUMS to the next meetings over the summer.

Here's what I'm hoping for when consistent good weather does arrive to the great state of Michigan, accomplishment! First, I'm hoping not to offend anyone as we try to move the 865 forward. I want us, the 865, to be noticed and even marveled at. Shock and Awe! I would like for us to be the RAZZ-A-MOE-TAZZ in the aviation community. This is where it's at!

I'm sure you're thinking to yourself this guy has a big ego. Maybe you think we shouldn't have a nut like this as head officer, 865. Maybe you think the dream is too big. Maybe you just want a smooth easy club to belong to with no worries. One thing for sure, none of us choose to be a couch potato, a tube turnip, or a runway rooster. We want to be around or involved in some kind of adventurous and creative love aviation action. Yes, I know that occasionally we need to be on the sidelines of life (like going on vacation) but I don't believe we want the 865 to be on the sidelines of the action. Aye? So here's how I see things shaking out this spring and summer.

First, I'm still working hard on CFI/CFII. I'm two months behind schedule and won't be done until June or July. I hate to admit it but I'm a slow learner. No CFII will say I'm a natural but the good side of that coin says I'll have a great shot at being a good teacher. Let's look at the bright side aye..

Second, everybody who wants to ride and fly in the Sky Ranger will have many chances. Plus I still belong to Wings Flying Club and hope to put more time in their C-172's. Rides and training will be available to us all.

Third, when I finally have an instructor's license, for club members, I'll be the least expensive route you can go to get your own license, currency, instrument recertification, knowledge test ground school, IFR, commercial, or what have you. I'm a preacher so I can even marry you to somebody at the airport! I'd do it for free but I gotta eat.

Fourth, the next meeting is at Tiny Tot's once again. I want you all to see the progress on the Boredom Fighters. You should be amazed! That's all I'll say about that for now. Don't be a runway rooster, BE THERE!

Fifth, getting the hangar in shape for access by all members is a capitol idea. People like to see the progress on the airplane projects, like to have access to bring guests to show things off, like to have the ability to help with whatever is going on by knowing they can get in the hangar when they get to the airport. When we begin wall construction and remodeling in the hangar this will be practically important. Lots of people will help with painting, paneling, wood work, trim, if they can get in. It's no fun to be on the outside looking in. There's no personal ownership in that.

Sixth, I'll be spending a lot of days at the airport this summer working on projects. This will be a chance for all us to fly and participate in aviation in a meaningful way. Let's just say vision this, MiniMax on

floats (Berrien Lake), 1941 Sky Ranger (rides), a Baby Ace getting off the ground, five WW-1 replica biplanes in various stages of construction, an Acrosport II going together, a Goldwing going back together, a 1944 Culver Cadet getting back in the air, an RV-6 flying in and out of Niles, fly-ins with antique cars, an Air Venturing scouting group doing activities, a float with a WW-1 plane in the Apple Festival parade, FAA ground schools, flight training going on, RAZZ-A-MOE-TAZZ!

RAZZ-A-MOE-TAZZ happens, not because we crave attention, not to fuel big ego's, it's just a byproduct of what we do. Having a good time doing something, not behind a video screen or with a gamers joy stick, but the real thing, experiencing the phenomological world in flight and creative activity. That's how RAZZ-A-MOE-TAZZ happens. Lets the games begin mugs.

Bob

SHARE THE SPIRIT OF AVIATION WITH EAA AEROSCHOLARS

EAA's AeroScholars program, a series of two online high school courses that make science and math exciting through the principles of flight. In the first course, Fundamentals of Aviation, students learn the history of aviation, the science of flight, and are also exposed to the various careers offered in aviation. Students who complete the first course also earn 2 college credits through Utah Valley State College. The second course, Advanced Aviation, expands students' aviation science knowledge, prepares and authorizes a student to take the FAA Private Pilot written examination, and earns 4 college credits upon completion. The upcoming summer semester runs June 9-August 29.

MEMORIES OF NELLIS (excerpt)

by Robert Holland

I was assigned to the 3596th Cadillac Squadron, commanded by Major. Bill Whisner and ace in both World War 2 and Korea. The checkout in my Sabre was fairly casual - take a look at the manual, listen to a short briefing by another Korean ace, Ivan Kincheloe, who always had a huge cigar in his mouth while he stuck his head in my cockpit. "You'll like it kid!" Then the first take-off, wings wagging all over the place with Kincheloe following in another '86 to keep me out of trouble. It was a great thrill. The '86 was the hottest fighter in the world and I was going to be an F-86 pilot.

It was a very impressive collection of pilots and Kincheloe was certainly one of the most colorful. One evening at the O-Club, he was having a particularly good time when a bird colonel ordered him to `tone it down'. I don't remember the exact words but Ivan told that colonel where he could go and what he could do. Now captains don't talk to colonels like that anywhere. But Kincheloe was a double ace, and the colonel was a ground pounder, and this was Nellis. The colonel made several red-faced apoplectic threats but nothing ever came of it. Later we were shown some of Kincheloe's gun camera film showing a huge tail pipe taking up the whole screen, then a shower of MiG-15 parts flying by. Someone later said, semi-seriously, "If he ever bothered to learn how to use the gun sight, he'd have had twice as many kills!" As it was he had 10. Later on he was to have been the first pilot to fly the X-15 rocket plane, but as everyone knows, he was killed in an F-104 accident at Edwards in 1958.

Iven Carl "Kinch" Kincheloe, Jr.^[1] (July 2, 1928^[2] – July 26, 1958^[3]) was an [American](#) test pilot, recipient of [Silver Star](#), DFC and double ace in the Korean War^[3]. Kincheloe was born in [Detroit, Michigan](#) but grew up in Cassopolis, Michigan. He was interested in aircraft from a very young age. He attended [Purdue University](#), where he majored in aeronautical engineering and joined the [ROTC](#). In the summer of 1948, the ROTC cadet was able to meet [Chuck Yeager](#) and sit in the cockpit of the [Bell X-1](#). After graduating in 1949, he received his [commission](#) in the U.S. Air Force. He spent a year as a test pilot flying the F-86E at Edwards Air

Force Base before being promoted first lieutenant and transferred to [Korea](#) in September, 1951. During the war, he flew [F-80s](#) on 30 missions and F-86s on 101 missions downing five MiG-15s (earning Flying ace and [Silver Star](#)) before returning to the states in May, 1952. At this time, he had reached the rank of [captain](#).

After the war, he again became a test pilot, participating in the testing of [F-100 Super Sabre](#), the [F-101 Voodoo](#), the [F-102 Delta Dagger](#), the [F-104 Starfighter](#), the F-105 Thunderchief, and the F-106 Delta Dart. In the mid-1950s, Kincheloe joined the Bell X-2 program and on September 7, 1956^[4], flew at more than 2 000 mph and to a height of 126 200^{[4][2]} or 126 500^[3] feet, the first flight ever above 100 000 feet. For this he was nicknamed "America's No. 1 Spaceman". The X-2 program was halted just three weeks later after a fatal crash resulted in the death of Mel Apt in a flight in which Apt became the first person to exceed Mach 3. Three years later, Kincheloe was selected as one of the first three pilots in the next rocket-powered aircraft program, the [X-15](#), and would have been part of the Man In Space Soonest project. He was killed in the crash of an F-104A at Edwards AFB, and was buried with full military honors at [Arlington National Cemetery](#).

In September, 1959, Kincheloe Air Force Base in the Upper Peninsula of Michigan was renamed in his honor. This base closed in September, 1977. A monument also stands a few miles east of his hometown of Cassopolis, Michigan; it is an angular stone slab twelve feet high bearing a silver model of the X-2 pointed skyward. In 1992, he was inducted into the [Aerospace Walk of Honor](#). The Iven C. Kincheloe Award is named in his honor.



Pictured are Capt. Iven Kincheloe and Capt. Mel Apt (in cockpit) shortly before Apt's ill-fated X-2 flight.

The KC-135 Stratotanker

Mission

The KC-135 Stratotanker provides the core aerial refueling capability for the United States Air Force and has excelled in this role for more than 50 years. This unique asset enhances the Air Force's capability to accomplish its primary missions of Global Reach and Global Power. It also provides aerial refueling support to Air Force, Navy and Marine Corps and allied nation aircraft. The KC-135 is also capable of transporting litter and ambulatory patients using patient support pallets during aeromedical evacuations.

Features

Four turbofans, mounted under 35-degree swept wings, power the KC-135 to takeoffs at gross weights up to 322,500 pounds. Nearly all internal fuel can be pumped through the flying boom, the KC-135's primary fuel transfer method. A special shuttlecock-shaped drogue, attached to and trailing behind the flying boom, may be used to refuel aircraft fitted with probes. Some aircraft have been configured with the Multipoint Refueling System or MPRS. MPRS configured aircraft are capable of refueling two receiver aircraft simultaneously from special "pods" mounted on the wingtips. One crewmember, known as the boom operator, is stationed in the rear of the plane and controls the boom during in-flight air refueling. A cargo deck above the refueling system can hold a mixed load of passengers and cargo. Depending on fuel storage configuration, the KC-135 can carry up to 83,000 pounds of cargo.

Background

Air Mobility Command manages an inventory of more than 481 Stratotankers, of which the Air Force Reserve and Air National Guard fly 294 in support of AMC's mission.

The Boeing Company's model 367-80 was the basic design for the commercial 707 passenger plane as well as the KC-135A Stratotanker. In 1954 the Air Force purchased the first 29 of its future 732-plane fleet. The first aircraft flew in August 1956 and the initial production Stratotanker was delivered to Castle Air Force Base, Calif., in June 1957. The last KC-135 was delivered to the Air Force in 1965.

Of the original KC-135A's, more than 415 have been modified with new CFM-56 engines produced by CFM-International. The re-engined tanker, designated either the KC-135R or KC-135T, can offload 50 percent more fuel, is 25 percent more fuel efficient, costs 25 percent less to operate and is 96 percent quieter than the KC-135A.

Calendar of Events

Apr 12, Purdue Fly-in/Drive-in West Lafayette, IN 99 mi

May 17: Barfing Dogs Spring Fling Wolverton Field May
17, Triple H Fly-In, Parchment MI

May 18, Fly-In & Drive-In Pancake Breakfast Benton Harbor, MI, 21 miles

May 18, EAA Ch. 15 Fly-in Breakfast Romeoville, IL, 94

June 1, [Coldwater, MI](#). 62nd Annual Fly-in Pancake Breakfast. Branch County Memorial

June 8: Three Rivers Dawn Patrol, 7 a.m. – noon

June 8, EAA Chapter 304 40th Annual Fly In Cruise In Pancake Breakfast Jackson, MI 100 miles

Jun 8, Wings and Wheels Breakfast/Lunch Lansing, IL, 69 m

June 9, Grissom AFB Open House

Jun 15, Fathers Day Breakfast Elkhart, IN 20 miles

Jun 15, Hastings Dawn Patrol Hastings, MI, 75 miles

Jun 20-22, Lest We Forget Benton Harbor, MI 21 miles

Jun 22, 22nd Annual Fly-In Breakfast Niles, MI

Jul 5-6, Steak Fry & Pancake Breakfast Fly-In & Camp-In Watervliet, MI, 25 miles

Jul 11-13, 3rd Annual Fly-in & Pig Roast Kankakee, IL 96 m

Aug 30, Fly/In Cruise/In Marion, IN, 94 miles

Sep 20, EAA Chapter 865 Fall Fly-In Niles, MI

Sep 28, Fly-in & Pancake breakfast Berrien Sprgs, MI, 10 mi

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

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