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Hey welcome to another edition of the DJ Doran show. I am your perspicacious host, DJ Doran and today's show we're going to talk about PrideFlight. What is it? Why is it? When is it? How is it and all of the things of what's going to make this project fly no pun intended. And this is the update. So once a month on the DJ Doran show we're going to do an update on the pride flight project. This is a project where I am going to attempt to fly a world war two era DC three, an icon of civilian and military aviation around the world in a bid to become the first openly gay pilot to circumnavigate the globe by air. But don't kill myself in the process. And so, I'm going to sort of update everyone about some frustrations that I'm feeling I am feeling a lot of frustration about this project. I've been trying to get this project off the ground and launched since 2018. And it is huge. It is a huge project with lots of moving parts and needs lots of money, needs lots of time. And of course, like everything else, life intervened in circumstances intervene and over the last year or so, I have gone from really giving it my all to having to put it on the back burner while I take care of my regular businesses, my publishing businesses, which also take up a ton of time. And, and I was just having this discussion the other day, you know, I love flying, and I've been flying since I've, since I was 16. So I had my pilot's license before I had my driver's license. it's been a passion of mine since I was very young and, and I had a whole bunch of people, you know, when I was growing up telling me don't, you know, don't shoot for that because I don't think you're going to be able to do a lot of problems when I was a kid. And I overcame all of that and ended up becoming a pilot and living my dream. I was a pilot in the Air Force and had a wonderful time serving in the Air Force and doing the thing that I was absolutely in love with.

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I now have a better understanding of the saying when someone says if you love what you're doing, you never work a day in your life. And I never felt like I was working. I felt like I was just having so much fun and people were paying me to do it. And I don't know if I'll ever get that again. But I'm hoping that I do have that again with my show, which I love doing. And I love sharing with you guys about what I'm doing in my life. So that's what this show is going to be about now. There's so much running through my head that I'm finding myself getting tongue tied in my brain. And one thing that I didn't share with any of you is that when I was younger, I used to stutter. And so because I stuttered, I really didn't speak that much. And, and I'm finding now that as I'm talking about PrideFlight, because I am so passionate about this project, that I'm experiencing the same thing. That is my brain is working on overdrive with all of the information that I want to talk about, but my speech is not catching up. And so therefore, if you hear that hesitation in my delivery, is because my brain is working overtime and I'm trying to overcome

what I think is my natural state of stuttering. So, of course, it's a discipline to overcome stuttering, and you have to work hard at it. But it's always there. It's always looming in the shadows. And when I get upset, or when I get passionate, or when I get over excited, then I find myself saying a lot and I or trying to get that, get that point out. So hopefully, producer Nick, who's here with me in the studio today will be able to edit most of that out but if you hear it, that's what it is.

Okay, so, first of all, why? Why am I doing this? And I asked myself that question all the time because this is so obviously overwhelming and when I sit back and think about it, the why of it is paralyzing. Because number one is I'm putting myself out there in the public domain. And number two, it's because I have to always check myself. I always have to sort of reevaluate like, Am I doing it because I want notoriety? Am I doing it for the right reasons? So I have to always reevaluate that because a project like this is only going to be successful if it's done for the right reason.

And the right reason for me is one: I want to spotlight civilian aviation. I want to demonstrate that that civilian Navy civilian aviation is still alive and And flourishing in the United States and around the world. Number two, this airplane has been my dream airplane since I was a little kid. I don't know what it is about it. But I've always envisioned flying this plane, I've always envisioned being a pilot on this plane and going to all of these exotic places when I was a kid. Now I have the opportunity to do that. And, and it excites me and if truthfully, if I could, I would drop everything I'm doing and focus on this project, and I would be in my glory, if you will. Because this airplane is not just any airplane. It is literally an icon of aviation.

This airplane dropped paratroopers and supplies during World War Two. It ushered in the era of profitable civilian aviation for airlines. It was the backbone and workhorse of civilian aviation and civilian air travel after World War Two. And it is just a cool looking macho manly aircraft. I've always loved it and I've always wanted to fly it and now I have the opportunity to do so. The problem is it has a 95 foot wingspan, it is very big. So there aren't very many airports now that can that can support housing that airplane. So unless I have a hangar or unless I'm a museum or unless I'm a, you know, a, you know, on the airport, as an operator as a fixed base operator or something.

You know, even if I have the plane, I bring it back to Chicago it's gonna be a nightmare to find the place to keep it and then to work on it and then to find people that can work on an 85 year old airplane that have the skills to work on these radial engines. So, when I start thinking about the total scope of the project, I get overwhelmed. And when I get overwhelmed and I get, I get paralyzed. I'm like, I don't know what to do. And that's kind of where I am now is like I spurt forward with energy and optimism, and encouragement. And then I hit a brick wall. And then I think, why, why am I doing this? Why am I flying this airplane? Why can't I just why can't I just find a smaller airplane, a more modern airplane with more modern avionics and more modern performance and a faster airplane and a plane that I can keep at any airport.

And, and I go down that rabbit hole and I think DJ, you could find a plane and for a fraction of the cost of what it will cost to fly the DC three around the world. You could fly this airplane around the world and accomplish the same thing but you here's the rub. Right?

If I fly a regular single engine or even a multi engine airplane, I land at an airport who's gonna care?

Are heads going to turn? Are people going to care? No, they're not. Some might, you know, because in itself it's a feat to fly around the world but it's not something that hasn't been done many times before. So I wanted to fly this airplane that I'm in love with around the world because she's an old classic. It's like driving a classic car. Right? I could have a Tesla with all the modern technologies of a Tesla or I could drive a 64 and a half Ford Mustang convertible, canary yellow with black leather interior. They're both cars.

They both drive. One is an icon of the automotive industry. of a a A AO revelation in design in automobile design, and, and by the way was designed by none other than the CEO of Chrysler at the time, Lee Iacocca, if you remember him, you may not but it was a while ago. And the other one is a is designed by obviously Elon Musk company Tesla and is modern and is up to date and what have you. And maybe heads will turn when you pull in because it's such a sleek looking car.

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But there's something about driving a classic and maybe that's why this airplane appeals to me so much is it's a classic of aviation. It's not a modern product of aviation, it doesn't think for itself. It doesn't, doesn't make flying easier. It doesn't do any of that you have to actually fly this plane. If you have to pilot this plane. It flies slow and low. It has cables and hydraulics and that's it. No real computers other than maybe an iPad, or so if I take it.

So that's why I want to fly. And more importantly, I want it to be a head turner, because by it being a head turner, people are going to naturally inquire about the airplane and the crew. And that's going to give me an opportunity to talk about aviation, and to talk about why I'm flying around the world. And, and, and I think that's important. Not saying that I wouldn't get the same result from a smaller, more modern aircraft, but this aircraft is well known worldwide by many, many, many, many, many people. And, and more importantly, there's just something about the roar of those radial engines that sound like 100 Harley davidsons as you're coming in for a landing or taking off or you throw the power up to full and start going down the runway. That's why I want to fly the airplane. So now that brings up the point is DJ, you want to fly an airplane like this, first of all, they're not very expensive, right, a couple hundred thousand dollars on the top end, right, and maybe another couple hundred thousand to, to restore it to make sure it's completely air worthy to handle the flight around the world. So that's about almost a half a million dollars. And then, of course, it's the money to fly. You know, you can't just fly from place to place and I think I've said this in a previous show, you can't just take off and fly you have to have clearances of every leg to go into other countries airspace. This airplane uses app gas, those old radial engines use AB gas, which is not readily refined anymore. So you have to find places that have it and

they may have it. They may have it at certain times until you have to manipulate your schedule to make sure you arrive there or they don't have it at all. You have to ship fuel that you get from another location ahead of you. So it's there when you land so that you can refuel and continue the journey. So there's a lot of logistical challenges and, and maintenance challenges in this airplane leaks oil, like a sieve, you know, so it takes a lot of effort. And so in my mind, I say, DJ, you're going to have to raise hundreds of thousands of dollars to complete this mission to complete this flight for the restoration and for the flight itself. But you could buy a plane that could complete this mission without any of the restoration process, just just some modifications for you know, for the flight, and for about a fraction of the cost of what it would cost to, to fuel and maintain this plane during the around the world mission. And I was like, how do you recover that and why would people fund that? Who would fund that? And the answer is yes, yes. Yes. I don't know. I don't know if I think people would fund it because it has sort of a, a, you know, sort of a romantic aura about the airplane and and people that love aviation or love airplanes would want to support it flying around the world. That's one thing. The second thing is, and I've had this conversation over and over again, with several people's, like, the gay community, you know, this is not really in their wheelhouse of the things that they support. So why would they support it? You know, maybe they will, maybe they won't, I don't know, you know, maybe they would, they'll have absolutely no interest in it whatsoever. And that's okay, too. But that would be sad, because, because I'm representing our community as a pilot flying around the world. And then I asked myself, Well, what if you're not the right person to represent the community around the world? Maybe I'm not, you know, and I, I second guess myself, I have imposter syndrome, you know that I don't deserve to be in that position that I have to overcome. I don't know how to convince people you know, sometimes how that this is a project worth supporting.

And then I get deflated because I think nobody's going to support this. This is just my own passion project and I just want to fly because I love this airplane. I just want someone else to pay for me to fly it around the world. And, and I've heard that said before and I take it personally and then I think to myself, is that really the deal? Is that really what I'm doing? I don't realize that I'm basically just asking someone to fund my passion, but it's not really going to do anything. You know, for them. What do they get out of it? And then I get and then I get depressed. And then I don't have the energy or the motivation to do anything. And I think to myself, this is too big. This is too big of a nut to crack. Why am I? Why am I even trying? Why am I even trying? And I don't and then it goes to the backburner and I think to myself, you know, no, I have so many other things that I can I can focus on that will make me feel accomplished that I don't really want to, I don't really want to put any energy into this. This is like putting in a ton of energy and getting no no return.

And as a result, that languishes for a bit. And then what happens after that is, I lose the momentum and I lose the passion, I lose my communication with you know, other aviators or other people that want to support the project. Next thing you know, the whole thing just falls flat. And there was a period there where I was like, raring to go, everything was going. And then we did a Kickstarter campaign. And I thought it was very cool. We hired a young group of I don't know what they were, I want to say they're movie makers or, you know, filmmakers to create a Kickstarter video at the university. University of Indiana. Anyway, they did a good job. We launched a Kickstarter, and we raised \$100, maybe \$200.

And I was absolutely deflated because I thought everyone's gonna, everyone's gonna, you know, support this project, our family, our friends and their family, you know, and their social networks and bla bla bla, and it's gonna be worldwide and I put it on the front page of the newspaper that I owned at the time, and I thought the gay community is gonna wrap Around this and go, yay, you know, one of our own is trying to do something, you know, exciting and different and, and great. And it fell flat. And then people made fun of me publicly made fun of me, they made fun of the fact that we only raised \$200 and blah, blah, blah, blah, blah and, you know, some not so nice things and and I took it personally and, and then I just was was like, Well fuck them. And I just walked away from the project for a while. I never let it completely die but I just said okay, you're in a coma. We're going to leave you over here and I'm going to focus on some other things. And that's kind of where, where it's been for a bit until recently.

I read something. I read several things. But one thing that stuck in my mind was something Michael Jordan you know, Michael Jordan the basketball great. He said, You know Over the course of my career, I took 300 shots for every winning shot. I made, you know, so many different things. I'm talking basketball terms, which I'm not really a sports nut, but he's talking about simple terms, all the different times that he tried for the gold or tried for the success and failed, failed and failed and failed.

And, and yet here he is an icon, a super successful basketball great. And one thing that he said was, you know, failure is part of success.

It's almost like they're married, you can have one with the other. And, and I thought to myself, maybe I'm looking at this from the wrong perspective. And that is and I posted something like this on Facebook A while back and I said maybe I'm looking at it from the wrong perspective and instead of focusing on the failures I should be celebrating the number of times I got up and the number of times I got up from those failures. And that in itself is, is a success and nothing great comes from, it's not easy. If you want to do something great, greater than yourself greater than your ability greater than your circumstances greater than what you deserve or think you deserve.

It's not going to be easy.

And you've got to figure out how to do it. And that's what I'm trying to do now is I'm trying to figure out how to do it. I have the skill. I'm a pilot. So I have the skill. You know, how do I get the plane? How do I get sponsors? How do I get the community support? You know, you read about these things. You know, what pisses me off? I don't know if you remember in the news a while back there was this big controversy. I think it was on GoFundMe where a couple convinced a homeless guy to concoct this story so that people would donate to their GoFundMe. And they raised 400,000 plus dollars for this guy, and they went to Vegas, and they bought all these, you know, lived high on the hog and other people's money. Well, now they're, you know, I think some of them are going to jail, but they got caught. And I thought to myself, they raised \$400,000 in two weeks. If I raised \$400,000, in two weeks, I would drop everything I'm doing and focus on PrideFlight.. And yet, how do I get that message out? How do I craft a message that resonates with people so that they support the project? Because, you know, it's one thing to get a \$400,000 check from one person you go to one person and say, I want you to write a check. And they say, I believe in you, here's a check for \$400,000 go off and make it so.

But really, what I wanted is to raise \$100,000 from like how Bernie Sanders is doing from these individual donors. You know what I think? If I can't afford a lot, but I can afford \$5 you know, or I can afford \$10 or whatever. And, and by having that global reach is, through whatever methodology is that we raise the money that we need, and the project is launched and funded or mostly funded. And then we go forward. So, the failure of the Kickstarter campaign was devastating for me because, like everyone, I think, but I think I really believed that we were doing something unique and special and, and worthwhile, and I thought people are gonna recognize that right away, and they're gonna support the project. They're gonna say, \$5 that's a latte for Christ's sake. I'll give up a latte and send you \$5.

And that didn't happen. And I thought, why didn't that happen? Why didn't we raise more money? And I thought, the main reason is number one, we're Not, we're not telling a compelling enough story. And number two, we're not telling a compelling enough story to the right audience.

And I guess you could add a number three, we're not telling a compelling story to the, to a larger audience. People did not hear our story.

And that I relied on other people to bet. I thought we were smarter than I am regarding how to increase our reach. And that's what happened. And I mean, truthfully, I don't know how to do that. I'm a pilot. I'm not on social media. I mean, I just don't have time for that. And then the other side. I mean, I took responsibility and maybe our project sucked. Maybe our production value sucked. You know, I thought it was great because it was done by a bunch of kids at it. college and I always want to, you know, help young people try and succeed, but maybe I should have spent the money on having a professional organization to do it. I don't know. But because I've seen some Kickstarter campaigns that look like they made the whole thing with the iPhone. You know, so that's maybe not it maybe? Who knows? I don't know what the answer is. So this time around, I'm trying to, I'm trying to really be cognizant of the technology of what's out there and, and putting out a story, which I think is a compelling story. And I think, I think if people knew about it, we could get some we could get some support.

One of the, one of the projects that I followed was a project called a restoration for an airplane called that's all brother and that's all brother was supposedly one of the lead aircrafts during the D day invasion, and I spoke with their marketing people, and they raised I think they wanted to raise \$175,000 during their Kickstarter campaign and they ended up raising half a million dollars, way over their initial amount. And I said, How did you do that? And, and one of the things they said was that they began before they launched their Kickstarter campaign. They built up their email list and they got, you know, they were really good at targeting their audience during their fundraising campaign on social media. And so they put out all these things during the campaign during the 30 day campaign. To get people like people that love world war two aircraft, World War Two veterans, people that love airplanes, people that love the DC three bah, bah, bah bah bah. And so they had their audiences micro targeted, if you will, and I didn't do that. I just chose people between 18 and 65 that were LGBT And you know, I chose all those things, I think the audience cheat was so broad that it diluted the effectiveness. So instead of reaching, you know, 3 million people of which maybe, you know, portion wanted, were really the target audience, this time around where we need to be much more targeted. So I and I have a different I have

a different support network now within our organization, which I hope will be able to help me achieve that because here's the bottom line, if you clear away all the passion and you clear away all the, the romanticism about the airplane or about the flight or anything else, this is about money. If we can raise the money the project will happen. If we don't raise the money, the project won't happen, no matter how much I'm passionate about it, no matter how much I want to do it no matter how much I'm willing to commit to it and give to it. The project will not happen if we don't have the support of people, everyday people, people in our community, people outside of our community, corporate sponsors, and that's a hard pill to swallow. When you think you have that support, and you take it for granted, and then you realize that you don't have that support. And the reason why is because you, you didn't, you didn't tell the right story to the right audience in a way that that, that, that motivated them to take an action.

So I had to learn that lesson. And it was a hard one to, by the way, really hard. But it was a lesson that I think I've learned. So, look, I want to talk about some other aspects of pride flight now that I am sort of covered why I wanted to do as well as some of the challenges with that. But now I want to talk about what is it? What is PrideFlight? Well, to put it bluntly, many people have said, Well, if you if there was a, you know, a mission like you were delivering HIV drugs to African countries or or food to starving children or this or that or the other, you know, maybe people would support it but, but my my view on that is I wanted to keep pride flight completely out of any controversy. I didn't want it to be a source of controversy for wherever we were flying to, you know, if let's say we, let's say using this as an example, we were flying into an African country. I didn't want the country who was you know, maybe has anti LGBT policies or laws on the books to refuse landing privileges because they didn't agree with us delivering HIV supplies or drugs to the other LGBT community there. And so that's not my mission. I'm not the activist and I didn't want this to be the mission and I don't want this to be a flight to be used as a political football as people fight over why we're here and what we're doing and whether they agree with what we're doing, etc, etc, etc.

When I wanted it to be like, wow, this is a cool airplane flying around the world. And, and really the LGBT community in that in wherever we land would say, hey, that's a gay pilot flying. He's one of us. And we would land. And what I would do is meet with LGBTQ organizations and groups and communities at every destination. And maybe because our flight is seen by many, that they would, as a result of us meeting with them, would then be seen more than they would have if we didn't fly there. That's my concept. That would be my contribution in that respect.

And, and therefore you know, helping them by helping them spotlight what their challenges are in their home countries. But the main reason is to promote civilian aviation, this icon of aviation, the DC three this airplane and this human feat of flying an 85 year old airplane around the world without the help of modern technology. So that's, that's what it is. It's a goodwill flight. It's a flight promoting friendship, it's a flight promoting civilian aviation, it's a flight promoting that a human achievement. It's a flight promoting history because of the nature of what this airplane is. That's what pride flight is in my mind. It is not a political statement. It is not a Social statement. It's none of that. And, and I wanted it to be like that because I wanted to have access.

Because when you have access, you can educate and education pushes out ignorance. And when you have a more educated population, they make better decisions and that's the see, those are the seeds that I wanted to plant is, let's, let's demonstrate that being gay is not this or that or whatever your preconceived notion, it's just we're part of the fabric of the global community, we contribute to the human achievement, of, of, of the global community in our way in aviation in business and whatever. That's the message. That's the message. That's what pride flight is. Now, I want to talk about the the hardest part. And that is how, how are we going to do it? How's this flight gonna happen? Well, it's not going to happen.

It's not going to happen by my own effort. It is going to take literally an army of people to make it happen.

And that's from flight planning, maintenance, restoration, supporting logistics, etc, etc at promotion, marketing, social media, troubleshooting, problem solving, across 42 different destinations, and I believe it's 30 countries. So there'll be people here in the United States. That will be our home base and and helping coordinate our flight there will be people flying the airplane. I'm gonna fly all the legs, but we will have a rotation of several co-pilots, several Flight Engineers and crew chief mechanics If you will, and then some videographers, etc. And some people want to fly some legs, other people don't want to fly other legs for various reasons. Some people don't want to fly across the ocean, other people don't want to fly across the Middle East. Other people don't want to fly across mountainous or dangerous territory, and all of that.

So, so that's the how of it. The big unknown. I have to raise a lot of money. Right? Because volunteers are great. And I know because I'm a volunteer in an organization and it's unpaid and it's a lot of work and it's a lot of headache and a lot of BS and there's no money you just do it because you believe in it. So we'll have a lot of those but there are going to be some people that that we're going to need to be full time and they have to be paid.

And so we'll need to raise enough money not only for the the restoration of the airplane, the fuel the land, landing clearances, people, but you know have to be paid like in India, I think that the fee to have someone run through all the paperwork for you and get your clearance so that you can enter and leave the country is something like 15 to \$18,000. So it's not cheap. So how we're going to do it is that we have to raise the money first, then we raise the money first and then we build our team and right now there's just a skeleton team because you know what, what are we doing? And I'm, you know, giving up my time and we're putting in my time and I have some other people that are putting in their time on a volunteer basis. But in order for this project to really take off, we have to raise the money and that that is not as easy as you think.

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Because in order to raise money, you have to create marketing materials you have to create materials that you can share with people to get them excited about project in order for them to donate, you have to set up the the process for which people donate, you have to set up, you know how the money is going to be allocated. So that means accountants and bookkeepers that manage the money and report

back and disclose what's being spent, and so forth and so on. And, and if we become a 501c3 or a 501c6 it's even more egregious.

So there's a lot that has to happen in order to make this project fly.

And how we do that, I don't know. I mean, I know I want to fly the mission. I know I want to do this and I'm willing to give my time and effort and I'm willing to risk my life to accomplish this task, but I'm not exactly sure how. So I'm sort of just trusting in my faith that I'm just taking steps forward and, and believing that the "How" will reveal itself as we continue to move forward. And I feel a lot more confident now than I did in 2018. In 2018, I didn't know what the hell I was doing. I just knew, hey, I'm a pilot, I want to fly this plane, send me some money so I can buy the plane and I'll, I'll fly it. But now I think I'm much more seasoned and from some experience and know what it takes it to sort of get the foundation laid, if you will. And the foundation is really the most important thing. And I know everybody's heard this before. And that is, if you build your house on a weak Foundation, the first storm you have is going to blow over. And that's exactly what I did in 2018. I haphazardly put together a foundation and started building on it. And the first time I weathered a storm, the whole structure collapsed.

So that's, you know, that's, that's the essence of, of pre flight. And I don't know, I don't know what I'm going to do and quite frankly, sometimes I'm really discouraged and I just want to throw in the towel. say fuck it, you know, let somebody else do it. This is a great idea, but it's just an idea. And then there are other times saying, Wait a minute, just because you hit a brick wall or just because you've, you've suffered some setbacks or some failures, you know, lick your wounds and get up and figure it out, figured out.

There are people out there that get a lot more done with a lot less. And you know, I say to myself, you're whining, you're whining too much and you need to step up and get it figured out.

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And so that's kind of, that's kind of the process. But this project really was a passion of mine, then I would figure it out, figure out how to get it done. You need to raise money, DJ, raise fucking money, go out there and talk about this project and get people to get excited like you are to get it done.

That's what you do.

Start with some corporate sponsors. Start with some other sponsors. You know, get some money in your coffers, and then use that To attract people to hold some fundraisers. You are the you're the president of NEMA, you have a lot of connections in the gay community. From a publishing standpoint, get the story out using whatever leverage you can to get it out. You have your own publications and your own social media platforms, get it out there, share it, and do it. Get people to, you know, to support it. And then I think to myself, you know, you're not, you're whining about this project languishing. But really, why is it lengthening, languishing? It's languishing because I am not pushing it forward. It's my project. It's my project that I want to do and I have a passion to do. If I want to make it happen, then I'll make it happen. And I need to, I need to engage and excite people around me so that they support

what I'm doing and bring them in and let them help me make this project. a reality. So now as I sit here in the studio on the 14th floor overlooking Lake Michigan, just realizing that it's now snowing.

Again, I don't think it's gonna accumulate much but but, you know, the truth of it is, is I, I'm really good at motivating other people to pull their heads out of their ass and tackle their problems head on and, and overcome their problems and get them whipped up into, into a frenzy so that they they are feel empowered and encouraged and motivated. And yet, the hypocritical thing of that is, here I am dwelling in the pool of my own self doubt and, and discouragement and not even able to overcome what what I so easily tell other people that they can do and you know, as I'm as I'm actually talking to you.

Now I realize that this project, this project is big, no question about it.

But this project isn't moving forward, because I'm not moving it forward. And I'm not moving forward myself.

That's humbling. That's so humbling. But it's, it's the truth. You know, I'm what's crossing my mind right now is I like to lament periodically that I feel outside of the gay community because of my lifestyle. My lifestyle is boring. I'm a I'm a boring gay guy. My husband and I, we work a lot we in our downtime is spending it with each other or with our close friends or relaxing on the couch with our new dog Oliver or whatever, but it's very low key and I think to myself, we were not We're not, um, we're not part of what most people think the gay community is we like when we don't drink, we don't go out drinking, we don't go dance clubs. We don't do any of that. And so you feel you feel outside.

Right? And then you sort of say, I don't fit. I don't know, that's not my life. Well, the thing is, is with this project, even though it may not be what we think is within the parameters of the LGBTQ community, worthy of supporting, there's, there are people out there, like there are people out there like us. It's not just that segment. There's a whole community out there. And so, so what I've been thinking is that, Oh, this one segment of our community is not going to be interested in supporting this project because it doesn't fit into this little mold that I sort of have in my mind. of who they are and what they would support. But what I fail to recognize or realize is that there's a, our community is much bigger than that. That's just a small segment of our community. There are other people out there that are just like us, you know, that want to encourage people in our community or people like me that are trying to, to demonstrate that, that we are part of everyday life, like we're, we're just like everyone else. We, it's, we're not, we're not stereotyped into, into what some people might think. And there could be aviation enthusiasts or people that think that this project is as exciting as I think it is. And so they support it in that way. And so I've got to retrain myself to think outside of that small box.

And maybe we'll find some support there. That's gonna come down to not only locally, regionally, nationally, but internationally. And I think that's where social media and our website can help us reach a global audience, but we've got to speak to them. We've got to speak to them in a, in a way that gets them to say, Hey, I'm going to put in my credit card information, I'm going to donate \$5 because \$5 10,000 times or 100,000 times is a half a million dollars. Well, one is, one is 50,000. The other ones half a million, half million dollars. So nobody has any great investment in supporting us. But if we can reach

that many people to donate \$5 or, you know, whatever, then our project is fully funded. And then what, then it becomes a matter of, Okay, let's make it happen. Let's make it happen and the logistics of it, you build, you know, we build a team, we start getting everything done, it's gonna take a while, you know, it's not like, I can just raise money. Hop in the plane. And then go, it takes months and months and months of planning. It'll take months and months and months of restoration. So raising the money, even if I raised the money today, if I had to check for, I don't know, a half a million dollars today and it was good to go, I still would not be able to, to execute this flight for at least a year and a half to two years, in the best of circumstances. And so, that is my challenge.

You know, right now, you know, I'm out working my ass off, I'm publishing my magazine, I'm running my running my advertising agency on the president of NEMA, and I'm driving for Uber and I'm doing all these other different things and I'm doing my podcast like you like now. And, but truthfully, I'm never gonna get that \$500,000 it's not gonna come easy. I'm gonna have to work hard for it. I've got to figure out a way to do that. And, and that's something That's something that I hope I hope I can do. And then the minute you start saying, Well, you know, I have a thing. I have a thing. I think I was telling a producer Nick, the other day, I said, one of my triggers is, is when someone says, Oh, it's good enough. I don't know what it is. It just triggers me. It's like, No, we don't have to strive for excellence. We don't have to strive for what we really want. Let's settle on this because it's good enough. I hate that. I hate that term.

And that's exactly what I've I found myself doing with PrideFlight. Ah, I don't have to fly the DC three, because that was my original passion. I can settle for a smaller plane. It's good enough. And I was like, Are you kidding me? TJ really, though, you're gonna do that?

No, that's pretty shitty. And it's also illuminating and humbling. And you start saying to yourself, okay, you You are a hypocrite. You give all these speeches and you give all these, you know, these uplifting, pep talks about what people should do and how they should do this to be successful. And bah bah, bah, bah, bah. And yet you don't even do that for yourself.

What a hypocrite I am.

So, being confronted with that, I had this renewed sense of you know what? I'm gonna fly the DC three around the world. That's my, that's my project. That's what I chose. That's what my passion is, and I'm in no matter how it is, no matter how hard it is, that's how it's gonna work. It's either that or nothing. And nothing is not acceptable. Because if you aim high and fail, that's great. That's what Michael Jordan was saying. You can aim high and fail. But what? And failure is not bad. It's part of the journey towards eventually success, but what would be really hard to swallow and hard to accept would be to aim low

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and then achieve that. And so, so I am, I am renewing my focus on completing and executing the project that I believe in, and that is to fly to DC three around the world. It may not happen in the timeframe that I want it to happen. That's okay. I may fail in getting funding to acquire a plane. That's okay. I may fail to get the audience excited about this project. That's okay. Because what I will do is I

will figure out a way to get an audience excited about our project, I will figure out a way to acquire a plane that I can fly around the world I will figure out a way to get to sponsor and support the project, that is, that is what you have to do. Otherwise, I will do nothing.

Because I would rather do nothing than to set my sights lower and then achieve what I achieved that I am setting my site high for what I want to do, and nothing else and nothing less will be accepted. Call me crazy. A lot of people have and maybe that's, that's the thing is I don't know how I'm going to do it.

I don't know when I'm going to do it, but I'm going to do it. And I have faith that if I keep working hard and I keep learning from my failures or setbacks, that eventually at some point something's going to click. Something's going on. something's gonna happen, something's gonna go the way I needed to go and it's gonna, it's gonna go it's gonna be successful.

And, and that's what I can hope for.

So on this day, March 13, no 14th, March for the day after Friday, Friday the 13th I am renewing my commitment to making this project work. Because ultimately, that's what I want to do.

All these other businesses are great, but they make me money, but I don't have the same level of passion for them as I do this, except my podcasts. I do really enjoy that. And our audience is growing. So I'm happy about that. Thank you audience. And I have some news to share too, but I'll wait till till the end here. But I'm really excited about that. Because the thought of that project is what will keep me up at night and does keep me up at night. And I would hope that any of you, no matter what you're doing, like producer Nick as a, as an accomplished musician, and I'm sure that that passion is what drives him, and where he, where he derives his enjoyment and fulfillment from and if any of anyone is lucky enough to be able to do something that that keeps them up at night that gives them a reason to wake up early in the morning. And, and be excited about what they're doing. Count yourself lucky because there aren't many of us.

Unfortunately, we do things for money, we do things for the accumulation of wealth or, or things but very few of us have the opportunity to do something that we're passionate about that, that is that you know that is the source of our, our happiness in our work or in our, whatever project we're involved in. And that's what I really want to do. If I really wanted to do it bad enough, I would make it happen. I have, I have done. I've done big deals over the years of impossible deals. Because I went for it, I shot high, I aimed high that I didn't mean that in a sexual way, but I'm not shy. And some of them, you know, landed flat, but some of them connected. And that's what I need to do here is I need to stop belly aching about why it's not working and figure out how to make it work. And there's an answer somewhere, there's always an answer. That's what I've learned, you know, in my 59 years on this earth is that there's always a solution. We just have to find it. And it's not always going to be easy to find it. We're going to have to dig around and root around and, and maybe, you know, take little steps forward, but eventually we'll find we'll find that solution. It's hard because you're, you know, I'm human, and so it's hard not to feel discouraged. Sometimes when things don't go the way you expect them to go or the

way you want them to go, but I'm lucky enough to have some people around me that continually encouraged me. So I hope that you guys will, will, will stay abreast of the pride flight project as I updated at least once a month on the DJ Doran show. It's, it's worth, it's worth learning about. And if you have the chance, go to our Facebook page and you can like our Facebook page pride flight.org is our website. And the website is getting redesigned. So I don't even think it's active anymore. But it it it's gonna be cool but the Facebook pages I post some things on there, I post my my blog or I post my thoughts or updates about some of the things that I'm working on and eventually, you know, we'll have a lot more on there. At the very least go to our Facebook page and sign up and so, you know, sign up to be on our email list and and I'm trying to create a newsletter a monthly newsletter where we can send people out Little blurbs about, you know what we're doing what we're accomplishing. It's been great having you join me as we share my deep, dark thoughts and, and challenges about the Private Life Project and I hope that you'll tune in to the DJ Doran show every week. Next week, we're gonna have one of my good friends Carmen Mapp, who is the building manager of my building, we're just gonna talk about life and, and people and maybe a little bit about the craziness of the coronavirus. It should be a fun show. She's, she's a joy to have around, and I'm looking forward to her being on the show. You can find the DJ Doran show on all major podcasting sites, but we're on iHeartRadio I'm very excited to announce that we got accepted to and we're now on Pandora, which is that music streaming service and which I use, you know, I like Pandora. And so just for fun, I google I searched for the DJ Doran show and there they were all 23 of our episodes now after this 124 and we're on speaker Spotify, SoundCloud, Deezer Stitcher. I don't know any other major podcasting site, subscribe to our show so you can get the latest update when we create a new show. And, and give us a like on social media or Instagram is the at the I think it's called the DJ Doran show or DJ Doran show our Twitter is at DJ Doran show and then our Facebook page, of course is the DJ Doran show. So give us a like, shoot us a tweet, give us a like on Instagram. And hopefully you'll continue listening to the show. Until next time. I'm your host DJ Doran and it was a pleasure. Have a wonderful afternoon. Bye.

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