



The CHAPTER 221 FLYER

Proudly Serving the Experimental Aircraft Association Chapter 221 in Kalamazoo, Michigan
www.EAA221.org

September 2017

President's Message



Hello Everyone!

It has been a great summer with many special highlights. AirVenture was awesome, I think one of the best I can remember. The weather was about as nice as it gets in late July and as always, the flying was fantastic – Blue Angles and my favorite, the three ship formation flyover by the B-52, B-1B and the B-2 Stealth. I feel safe with those things on our side.

Our September meeting will take place at our usual time and location, the Air Zoo Annex but there will most likely be a room change so ask for help when you enter for directions to the activity room on the second floor. We have some administrative things to discuss and I want to take time for members to share summer adventures

so if you can please bring pictures on a memory stick that we can all enjoy.

Bob Aardema, EAA Chapter 221 President

Bob Aardema
President, EAA Chapter 221
robert.aardema@wmich.edu



Next Meeting

Wednesday, September 6, 2016

7:00 PM

Air Zoo East Campus

Young Eagles, Unique Aircraft and More.



AIR+ZOO Like No Place Else on Earth!

**3101 E. Milham
Portage, MI 49002**

Map at www.EAA221.org

Ron Ryan
EAA 221 Newsletter Editor & Webmaster
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Unless otherwise specified, our chapter meetings are the first Wednesday of the month at 7:00 p.m. at the Airzoo Flight Center Classroom on the west side of the Kalamazoo-Battle Creek International Airport.

Say No to ATC Privatization

Classified Ad

FOR SALE: 2-3 place fiberglass over plywood boat, 9ft. long with 7 ½ H.P. Mercury motor (formally an air boat). Cover and trailer included. \$500 obo.

Call Vic Schroeder @ 269-365-0397

Dates of upcoming Chapter Gatherings

September EAA 221 Chapter Meeting

September 6, 2017 at 7:00 pm.

Air Zoo, East Campus.

September IMC Club Meeting

Tuesday, September 12, 2017 at 8:00 pm.

WMU Parkview Campus

Room(s) D204/205 on the Second Floor

October EAA 221 Chapter Meeting

October 4, 2017 at 7:00 pm.

Time and location to be confirmed.

October IMC Club Meeting

Tuesday, October 10, 2017 at 8:00 pm.

Time and location to be confirmed.

IMC Club



Our next meeting will be Tuesday, September 12th at 8:00 PM.

Contact Andy Millin. amillin@sbcglobal.net

WMU Parkview Campus

Room(s) D204/205 on the Second Floor



IMC Club Question of the Month:

"Can you legally file an IFR Flight Plan to a destination airport that does not have an instrument approach procedure?"





Through the spinning propeller a towering cumulonimbus rain cloud springs into existence. Rain will soon develop and fall upon the expansive Illinois farmland below. We know well enough to stay at least 20 miles away and for that reason we deviate our course to the west.

As aviators, we understand the fundamental principle that flying is a compromise. With a “mile of runway” we can go anywhere in the world. Because of the limitations of the flying machine we choose operate, we cannot always go when, or as direct, as we want. But when we obey the fundamental principle - that flying is a compromise – the world of things available to us is simply amazing!

The RV-9A is no match for the midsummer cumulonimbus arising out of nowhere in front of us. We cannot go through it. Nor can we go over it. So, a deviation is necessary. Kansas City Center advises us of the danger ahead. The rainstorm is not imbedded and we can

clearly see it. We tell the controller what we see and that we have already bent our course to the west. She tells us to let her know when we have resumed our course back to Carbondale, Illinois. We are VFR southbound at 8,500 feet and are headed to the Southern Illinois Airport, KMDH, to see the Great American Eclipse. The airport is in the “path of the totality”. Having observed this wonderful celestial event with my own two eyes, let me tell you, it is nothing short of astounding.



A storm builds in Central Illinois.

General aviation enables our ability to see the eclipse. Would I have driven 7 hours each way in a car to see it? No way. The flight down, including the deviation was only two and a half hours. Plus, because we are aviators, we can choose a destination that will provide us with a clear view of the eclipse. In the days leading up to the event, we read the weather forecasts – sometimes hourly – between Carbondale in the west, to Hopkinsville, Kentucky and Crossville, Tennessee in the south and Triple Tree Aerodrome in Woodruff, South Carolina in the southeast.



The storm grows larger.

KMDH Carbondale was offering a bit of a solar eclipse fly-in event/party. They took reservations for 220 aircraft, offered food in exchange for a donation, allowed camping and sold t-shirts, among other things. "AOPA Live" was there and Annie and I appeared in the video in the shot of the spectators who were filmed as the totality arrived.



A view of the storm from the west.

We camped under the stars next to the wing of the RV. The tent was pitched beside a fellow aviator named Brad who flew his Bonanza in from St. Louis.



Camping at KMDH.

Before we crawled in the tent for the night, a different pilot gave a spur-of-the-moment lecture on astronomy, complete with photographs from his iPhone, which set a spectacular tone for what was about to occur the following day. He was clearly a professor from somewhere. But again, this experience would not have been possible without the personal effort and accomplishment of becoming a pilot.

The next day, we watched our fellow flyers arrive. A Cirrus blew a tire and its nosewheel pant, which

caused quite a racket. A surprising number of twins arrived as well as a few personal jets. We met people from Indianapolis, Indiana, to Houghton, Michigan, to Minneapolis, Minnesota and even a couple who drove their camper from the north shore of Lake Erie in Canada.



Clouds during the eclipse.

In the spirit of the day I wore my NASA meatball shirt. Because of the shirt, a friendly pilot from Houston, Texas introduced himself to me and told me that he personally flew his Cessna 421 to KMDH that very morning with the NASA director of the Johnson Space Center onboard. I felt lucky to meet Greg Mink, a fellow pilot with a YouTube channel of his flying adventures. Search "*Premier 1 Driver*" if you are interested.



The eclipse was amazing. But so are a lot of other things that you can and do enjoy that are important to you because you are a pilot. I will not bore you with the details of the eclipse here, other than to tell you that there is a huge difference between a 99% eclipse and total solar eclipse. If you are at all interested, go and see one in your airplane. Just do not forget that flying is a compromise. Sometimes you must deviate for weather. Sometimes you should choose not to go. Other times you need to stay a little longer at your destination, like we did.

There are things that you can and cannot do in the machine that you choose to operate. Know that you are lucky to have made the effort in your life to be a pilot and enjoy your flying privileges. †

From EAA.COM

ATC PRIVATIZATION COULD COST \$100 BILLION

August 17, 2017 - ATC privatization as proposed in the 21st Century Aviation Innovation, Reform, and Reauthorization Act (H.R. 2997) would add nearly \$100 billion dollars to the federal deficit over the next 10 years, according to updated figures released this week by the nonpartisan Congressional Budget Office.

This latest estimate, increased from a \$20 billion budget deficit estimate made just a few months ago, is yet another reason why this proposal is not only bad for general aviation, but bad for the nation overall. EAA and its members have been actively engaged in the fight against ATC privatization, which would hand control of the nation's airspace to a private, nonprofit corporation governed by a board dominated by the airlines and other commercial and financial interests. With no congressional oversight, the board would be accountable to no one; devastating general aviation, your freedom of flight, rural and GA airports, and the fly-ins and aviation activities you enjoy.

In addition, Fox News last week published an editorial [criticizing the proposed legislation](#), saying H.R. 2997 has little semblance to private enterprise, with "no entrepreneurs, and no competition, and no prices," and that ATC privatization would instead be a government-mandated monopoly.

Despite promises from lawmakers that ATC user fees will not be introduced, \$100 billion in funding would need to come from somewhere. That cost burden would likely fall to general aviation pilots and other small users of the system with little representation on the privatized board, in addition to the flying public through higher airline ticket prices.

Although H.R. 2997 did not have enough support for a full House vote prior to Congress' August recess, proponents are still hard at work gathering support to move the bill to

the floor when Congress reconvenes in September. Therefore, it is urgent that you continue contacting your representatives via www.ATCnotforsale.com and EAA's [Rally Congress](#) tool throughout the month of August and make your voices heard. In addition, many lawmakers are in their home districts during the summer recess, giving you an opportunity to speak to them personally and express opposition for this bad legislation. ✈

Photos from Newman's Fly-in



Chapter 221
www.eaa221.org

Supporting the recreational builder/flyer with technical, social, and political news to promote flying safety and enjoyment:

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