



The CHAPTER 221 FLYER

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

March 2018

President's Message



Hello Everyone!

It's March already and we have recently had some nice flying days with some really pretty ones ahead. We should take advantage of "open scenery" of things on the ground before spring causes the trees to fill out and hide them. Oh well, I guess that's a pretty lame reason to fly. On the other who needs a reason? Just go fly and have fun!

For our March meeting we will be hosting Jeff Schans of Lycoming/Thunderbolt. Thunderbolt engines are Lycoming's brand of high performance, built-to-order power plants for Experimental aircraft. Maybe we can get Jeff to share some of the secrets that they will be doing to Bill Wilson's engine as it gets

built. It should be an interesting and informative meeting. The next best thing to talking about airplanes is talking about airplane engines!

See you next Wednesday, March 7. ✈

Bob Aardema

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



Next Meeting...



Wednesday, March 7, 2018

7:00 PM

AirZoo East Campus

3101 E. Milham, Portage, MI
49002

**Young Eagles, Unique Aircraft
and More.**



[AIR-ZOO] Like No Place
Else on Earth!

Map at www.EAA221.org

Ron Ryan

EAA 221 Newsletter Editor & Secretary
rryan@lewisreedallen.com

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.

Dates of Upcoming Chapter Events

March EAA Chapter 221 Meeting

Wednesday, March 7, 2018, at 7:00 pm.

AirZoo East Campus
3101 E. Milham Rd.
Portage, MI

March IMC Club Meeting

Tuesday, March 13, 2018 at 8:00 pm.

WMU Parkview Campus
Room C124

April EAA Chapter 221 Meeting

Wednesday, April 4, 2018 at 7:00 pm.

Date, time and location to be confirmed.



IMC Club



Our next meeting is
Tuesday, March 13 at 8:00 PM.

Contact Andy Millin. amillin@sbcglobal.net

**WMU Parkview Campus
Room C124**



For a map and more info visit www.eaa221.org. IMC meeting information at the bottom of the webpage.

March Question of the Month:

Your diversion airport only has an ILS. You shoot the ILS and land safely but then realize you have not performed a VOR check within 30 days of this flight, your further realize to additional chagrin that your GPS database is out of date. Were you legal enroute? Were you legal on the ILS?

SAFETY NOTES & NOTAMS

[Editor's Note: *This month I did not write an article. I did reach out to Chuck Fisher of the San Antonio Chapter, EAA 35, and asked him if I could reprint their section called SAFETY NOTES & NOTAMS that I thought you would benefit from. He was kind enough to grant permission for the re-print of this well researched and written articles from their March 2018 newsletter called Runway 35, Volume 60 Issue 3 page 7. Below is the entirety of their section. They published two articles, one by Ron O'Dea and a second one by Joe Shelton. Enjoy. Ron Ryan]*

Ron O'Dea

The weather will be improving soon. So, let's review what we need to do as PIC before and during the flight. How many times have you heard a pilot say, after landing, "I didn't know 'the runway was closed', 'the runway lights were inop', 'there was an airshow'" "the fuel pumps were inop" etc...

Folks, there is no excuse. It is the PIC's job to know these things before he launches. See FAR 91.103. § 91.103 *Preflight action. Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight.*"

Keep your Brain in The Game!

Non-Tower Airport Operations

By Joe Shelton, Angel Flight West.

Since there is a high likelihood that at least one airport on most missions is uncontrolled or non-towered, we'd like to share some thoughts on uncontrolled airport operations. If you haven't flown into an airport before (towered or non-towered), familiarize yourself using all available resources including AF/M, Jepps, pilot guides, local instructors, etc.. Don't forget to review all applicable NOTAMs as well. Field NOTAMs won't be on the ASOS or AWOS.

Since the definition of "uncontrolled" (now referred to as NonTowered) means that there is nobody separating traffic, there are a few important things to keep in mind. But you should also be aware that even towered

airports are only officially responsible for separating IFR traffic so much of the following applies to all airport operations.

1. Prior to your arrival review an airport information manual or appropriate website to familiarize yourself with the airport. It might tell you the favored runway based on the prevailing winds, recommended traffic pattern (especially if it is non-standard), AWOS/ASOS frequency (if there is one), and other important information such as obstacles and other types of operations around the airport (e.g. glider or parachuting operations).

2. If available, get the ASOS/AWOS as far from the airport as you can. Knowing the winds can indicate the most likely runway or runways. It can help you plan your arrival routing and traffic pattern to fit with other traffic and help you to know where to look for other traffic. If weather conditions are changing, check it again as you reach the airport traffic area.

3. Your primary responsibility is to see and avoid other aircraft and to help them see and avoid you. Keep your lights and strobes on. Keep your eyes outside and head on a swivel at all times, especially during the arrival into the airport area, traffic pattern entry and the pattern itself. Use your passengers to help spot other aircraft. Be very aware that many pilots operating at uncontrolled airports utilize nonstandard arrival routing, altitudes, and even patterns opposite the airport's standards.

4. Listen to the CTAF for other traffic starting 20 miles or so before as well as while you are in the airport traffic area. A good job of listening and visualization can give you a sense of other traffic's locations, runways being used, and traffic locations. If you don't hear any other traffic, double check the frequency, correct radio, and volume.

5. Use appropriate communications and be succinct. Ensure that any other traffic knows where you are, where you are going, and your intentions. Announce your location and intentions 10 miles or before when inbound, and at least turning downwind, base, and final. Some pilots refer to their aircraft's type and color rather than N Number on the theory that it helps other

pilots know what type and color aircraft they are looking for. Succinctly state the runway you plan to use; for example, say “Runway One Two” as opposed to “Runway Twelve”. IFR pilots often indicate that they are on a particular approach, but that isn’t enough information for a non-IFR rated pilot to know your location. It’s better to provide specific direction and distance from the airport. That’s true for VFR pilots as well — transients may not know local ground references. When referring to a specific runway, use the runway number and not the phrase, “Active Runway” because there isn’t an official active runway at a non-towered airport. The use of the phrase, “Any traffic in the area, please advise,” is specifically NOT recommended per AIM 4-1-9-g-1.

6. Don’t count on other traffic to do the “right” thing. For example, it is common for aircraft to continue to use the normal runway even when the winds indicate the use of a different runway. In this case, one option is to simply point out the current winds to the other pilots and indicate pointedly which runway you plan on using. The counterpoint is that you should always assume that other aircraft might be departing or landing in the opposite direction to your aircraft. If you are on an IFR approach or departure, be very cautious about other aircraft. Just because you are in IMC conditions doesn’t mean there aren’t other aircraft in the airport vicinity operating legally or even illegally.

7. Don’t argue or correct other pilots on frequency. If you disagree with what another pilot is doing, operate your aircraft safely, communicate as necessary, and, if you feel you must discuss operations with another pilot, wait until you are on the ground to have that discussion. Don’t tie up the frequency with a discussion; other aircraft may need to communicate.

If you would like more information, a review of the AIM chapter 4-9-1, “Airport Operations Without Operating Control Tower” is a great reference. You can also look at 91.126 or 91.127 for non-tower airports in Class G and E airspace.

Remember, safety is your primary objective!



For Sale



The photo is an example of the airplane that is for sale.

For sale by third owner family. Falcon Ultralight plus trailer. Last flown in the year 2000. Only sold as complete parts plane. \$4,500.00. Always hangared or garaged. Ballistic parachute. Custom windscreen cover. UP kit for rudders. NEVER DAMAGED. ✈

Contact Steve Weaver (269) 615-1500.



Young Eagle/ Discovery Flight Pilot Volunteer Dates for 2018

Contact: Ginger DeVillers

v.l.devillers@gmail.com

269-903-5427

The West Michigan Flight Academy has a Red Bird Flight Simulator located at the Miller-Sparta Airport. If you are interested in flying the SIM just let me know and we can get that scheduled. You could then fly with students for our fieldtrips in the SIM. It is certified and you can log time from the SIM for Instrument and other flight training. Check out their website: <https://www.flythebox.com>

SIMULATOR			Miller Sparta Air- port	Sign up here	
Red Bird Flight Simulator					
Dates	Time	# of stu- dents	Location	# of pilots needed	Comments
					Each students get to "Fly the Box"
Friday, March 23 rd	9:00 -1:00	30	Miller Sparta Air- port	1.	Plainwell Middle School Teacher: Bob Farris
Friday, April 11 th	10:00-1:00	25	Miller Sparta Air- port	1.	Coit Academy of the Arts 4 th grade Teacher: Jenni Jones
Friday, April 13 th	9:00 -1:00	30	Miller Sparta Air- port	1.	Plainwell Middle School Teacher: Caleb Fisher
Friday, April 20 th	9:00 -1:00	30	Miller Sparta Air- port	1.	Plainwell Middle School

					Teacher Caleb Fisher
Monday, April 23 rd	9:00 -1:00	30	Miller Sparta Air-port	1.	Plainwell Middle School Teacher: Bob Farris
Friday, April 27 th	9:00 -1:00	30	Miller Sparta Air-port	1.	Plainwell Middle School

Below are the fieldtrips for Fly Day for the public school classrooms that I work in all year. The students have been studying Aviation and Aerospace principles all year and this is part of the hands on use of their classroom knowledge. We have studied: Bernoulli's Principle, Newtons Laws, Energy laws, Aerodynamics, Four forces of flight just to mention a few. All as it relates to their regular science curriculum and also to aviation. Answering that age old question "Why do I have to learn this anyway. I'll never use it for anything." Our answer "Yes you will and here is how."

Young Eagles / Discovery Flights				Sign up below	
Dates	Time		Location	# of pilots needed	
Friday, May 11 th	10:00-2:00	25	Sparta Air-port	1. 2. 3. 4. 5. 6.	25 students from Coit Academy of the Arts Grand Rapids 4 th grade Teacher: Jenni Jones

Friday, May 18 th	8:30-2:00	60	Plainwell Airport	1. 2. 3. 4. 5. 6.	30 students from 8:30-11:30 and 30 students from 11:30 to 2:00 Plainwell Middle School Teacher: Bob Farris
Alternate Fly date for weather: Tuesday, May 22 nd	8:30-2:00	60	Plainwell Airport	1. 2. 3. 4. 5. 6.	30 students from 8:30-11:30 and 30 students from 11:30 to 2:00 Plainwell Middle School Teacher: Bob Farris
Friday, May 29 th	8:30-2:00	60	Plainwell Airport	1. 2. 3. 4. 5. 6.	30 students from 8:30-11:30 and 30 students from 11:30 to 2:00 Plainwell Middle School Teacher: Caleb Fisher
Alternate Fly day for Weather: Wednesday, May 30 th	8:30-2:00	60	Plainwell Airport	1. 2. 3. 4. 5.	30 students from 8:30-11:30 and 30 students from 11:30 to 2:00 Plainwell Middle School

				6.	Teacher: Caleb Fisher
Friday, June 1st	8:30 - 12:30	30	Plainwell Airport	1. 2. 3. 4. 5. 6.	30 students from 8:30-12:30 Plainwell Middle School Teacher: Caleb Fisher
Alternate Fly day for Weather: Tuesday, June 5th	8:30 - 11:30	30	Plainwell Airport	1. 2. 3. 4. 5. 6.	30 students from 8:30-11:30 and 30 students from 11:30 to 2:00 Teacher: Caleb Fisher
Alternate day for any event that needs rescheduled Friday, June 8 th	8:30-2:00	60	Plainwell Airport	1. 2. 3. 4. 5. 6.	30 students from 8:30-11:30 and 30 students from 11:30 to 2:00

Below are the Aviation Summer Camp dates. Students in camp attend ground school for half of the day and fly for half of the day. You would be giving basic flight instruction to beginner students. You do not have to be a flight instructor but it would be great if you are. Mostly you have to want to introduce 6th -12th grade students to

the world of flight. Thank you in advance. We usually do not enroll more than 12 to 15 students per class. The past few years classes have been even smaller. You can find out more about camp on our website: www.west-miflightacademy.org

Youth Pilot Summer Camp Plainwell					
Dates	Time	# of Students	Location	# of pilots needed	
Saturday, June 16th	9:00-12:00	TBD : no more than 12 students	Plainwell Airport	1.Steve Chanter 2. 3.	
Monday, June 25 th	9:00-1:30	TBD	Plainwell Airport	1.Steve Chanter 2. 3.	
Tuesday, June 26th	9:00-1:30	TBD	Plainwell Airport	1. Steve Chanter 2. 3.	
Wednesday, June 27th	9:00-1:30	TBD	Plainwell Airport	1.Steve Chanter 2. 3.	
Thursday, June 28th	9:00-1:30	TBD	Plainwell Airport	1.Steve Chanter 2. 3.	
Friday, June 29th	9:00-1:30	TBD	Plainwell Airport	1.Steve Chanter 2. 3.	

Aviation Summer Camp Miller-Sparta Airport					
Dates		Time	# of Students	Location	# of pilots needed
Monday, July 16 th		9:00-1:30	TBD	Mil- ler/Sparta Airport	1. Steve Chanter 2. 3.
Tuesday, July 17 th		9:00-1:30	TBD	Mil- ler/Sparta Airport	1. Steve Chanter 2. 3.
Wednesday, July 18 th		9:00-1:30	TBD	Mil- ler/Sparta Airport	1. Steve Chanter 2. 3.
Thursday, July 19 th		9:00-1:30	TBD	Mil- ler/Sparta Airport	1. Steve Chanter 2. 3.
Friday, July 20 th		9:00-1:30	TBD	Mil- ler/Sparta Airport	1. Steve Chanter 2. 3.

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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Articles are solicited from all members. Please contact Ron Ryan, or mail articles or news to rryan@lewisreedallen.com



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