



The CHAPTER 221 FLYER

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

June 2017

President's Message



Hello Everyone!

I am anxious to have you all over to my hangar for our June meeting. I've been busy as a beaver finishing up my hangar addition that many of you helped me with last fall and setting up a paint booth so I could repaint the silver on my Spacewalker II project. So, you will be able to inspect the hangar, the airplane and the paint booth. Since I am now done painting all the big parts, I am done using the simple but very effective paint booth that Dale Edwards designed and assembled. Don't laugh! Dales Cherokee has a beautiful paint job and even I was able to do a fair job on the Spacewalker. Anyway, Dale is willing to loan out or maybe pass on the semi portable booth

to someone else in need. In addition to airplane use it would also work for cars.

Since I have limited parking in my drive I would like you all to drive up to my hangar by using the access drive at my southside neighbor's house. Marilyn Foster 239 N 2nd St graciously granted passage for all EAA'ers to drive across her property to get to my hangar. Look for the signs on 2nd St. Hopefully the weather will permit arrivals by air so if you fly in you can park anywhere on the taxiway (used to be the E - W runway) between my hangar and the N - S runway

I look forward to seeing you all here.

Bob Aardema, EAA Chapter 221 President

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

Next Meeting

Wednesday, June 7, 2016

7:00 PM

Bob Aardema's House

Enter to park at 239 N. 2d St.



Young Eagles, Unique Aircraft and More.



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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.

Classified Ads

FOR SALE: 2-3 place fiberglass over plywood boat, 9ft. long with 7 1/2 H.P. Mercury motor (formally an air boat). Cover and trailer included. \$500 obo.

Call Vic Schroeder @ 269-365-0397



A beautiful panel in the sunshine. N77220. Andy Cotyk's 120

IMC Club



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

Question of the Month: In the air, ATC advises you about your amended IFR clearance due to the closed airspace ahead and emergency action in progress. You state that you are ready to copy and you write down all elements of your new route. You read back complete clearance, and then your radio stops working right after your last sentence of your read-back. Is your new clearance valid? How should you proceed?

Find the answer and more at the next IMC Club meeting.

Contact Andy Millin. amillin@sbcglobal.net

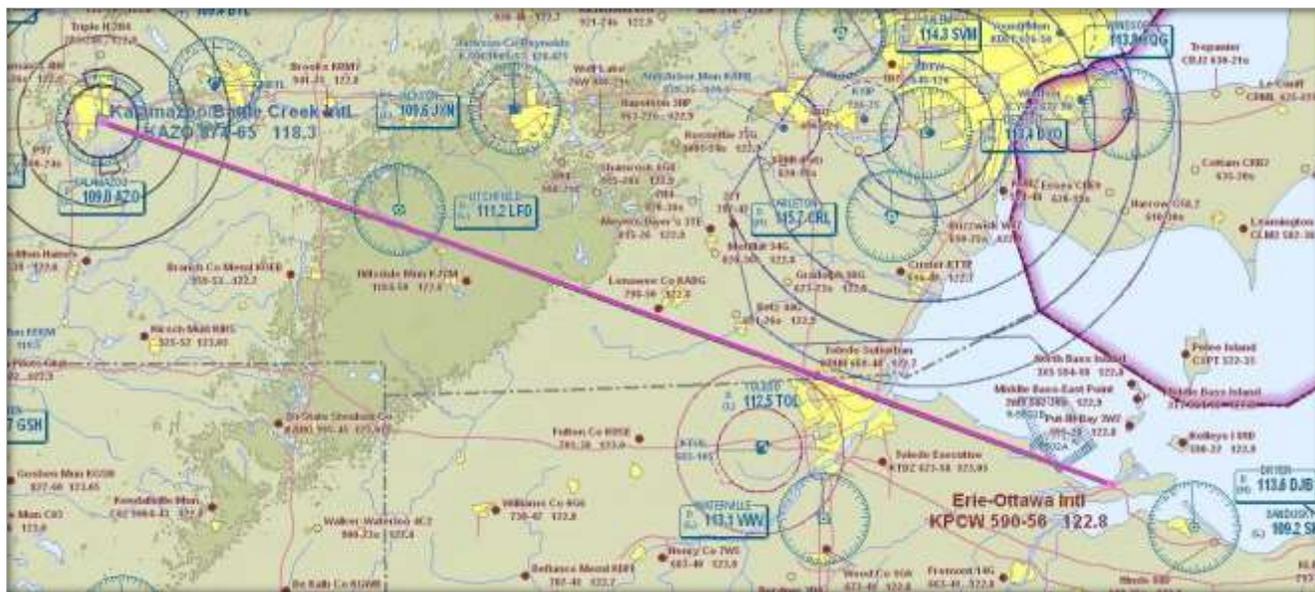
Tuesday, June 13th, 2017 -- 8:00 PM

WMU Parkview Campus

Room(s) D204/205 on the Second Floor



Destinations: Port Clinton, Ohio



By Ron Ryan

An ideal consideration for a day trip out of the KAZO and KBTL area is Port Clinton, Ohio. Located on the south shore of Lake Erie in northern Ohio, near the Cedar Point Amusement Park, your destination is labelled KPCW on the map and is named Erie-Ottawa International, but over the radio it is simply called “*Port Clinton*”.

AWOS is heard on 118.775 and Unicom is 122.80. 100LL sells for \$4.98.

As always, there is no need to talk to ATC if you do not want flight following. Ask for a non-staged departure. You can split the Detroit Class Bravo and the Toledo Class Charlie without deviating from a direct route. If you do so, you will enjoy a pleasant view of downtown Toledo at about 2 o’clock. You can look for downtown Detroit, but over Toledo you are about 45 miles southwest of the Motor City. Even on a clear day, at a distance of 45 miles, you can only imagine seeing downtown Detroit.

KPCW lies 132 nm southeast of KAZO on a bearing of 115 degrees. Based on personal experience, travel time in a C150 is just over an hour and a half. In an RV9A you will be there in less than an hour. But any way you

get there the freighters that you will certainly see look amazing from altitude.



On approach to Port Clinton, stay well south of the Lake Erie shoreline.

Enroute there are two protected areas and two restricted areas to avoid. The protected areas are the Cedar Point National Wildlife Refuge and the Ottawa National Wildlife Refuge. So, make sure you are higher than 2,500 MSL. The restricted areas, R-5502B and R-5502A extend from the surface to 23,000 MSL. Both are controlled by Cleveland ARTCC which can be raised on 126.10. For safety’s sake, stay well to the south of the shoreline as you descend and make your approach.

The gem of KPCW is the Tin Goose Diner situated in the southeast corner of the airport. If you don't land on 18, you'll need to taxi south on the adjacent taxiway and then cross the end of 36. Make sure it is not active as you cross and head east to the diner for your meal.



The Tin Goose Diner opens at 7 am each day. Monday through Thursday it closes at 2 pm; Saturday it closes at 7 pm and Sunday they wrap things up at 5 pm.

Unique and original are the best words to describe the diner. The website reports,

“This diner is authentic, built by the Jerry O'Mahony Diner Company of Elizabeth, New Jersey, in the 1950's. It was originally operated as the Sunrise Diner in Jim Thorpe, Pennsylvania.”

Both times that I have been to the diner, there was a line. But the wait was not long and there is quite a bit of aviation stuff to admire in the foyer. The menu is big and the food is good, but don't expect anything extraordinary from the waitresses. It's not Ed Debevic's or anything.

The Liberty Air Museum is associated with the Tin Goose Diner. The proceeds from the diner benefit the Air Museum. I have not been inside the museum, but the website says that it sports a Ford Tri-Motor, a TBM Avenger, a Harvard, a B-25 and a Stearman. They are also presently restoring a second Tri-Motor.

After your meal, I suggest that you depart the area to the east and circle the Cedar Point Amusement Park. After your orbit of the roller coasters, head northeast and

land at Put-in-Bay, 3W2. Although it has the word “bay” in its name, it is actually an island. It's sort of like Ohio's version of our Mackinac Island, but they allow motorized cars.



Oliver Hazard Perry sailed from the Put-in-Bay harbor and defeated the British Fleet during the War of 1812 in “The Battle of Lake Erie”. Nine vessels of the U.S. Navy defeated and captured six vessels of British Royal Navy. This action guaranteed American control of the lake for the rest of the war, which in turn allowed the Americans to recover Detroit. To commemorate his victory, Ohioans erected a column that is 352' in Commodore Perry's honor. It is just off of the departure end of runway 3. You cannot miss it. Use right traffic if landing on runway 3.

Put-in-Bay's 3W2 runway is oriented 3/21. From the air it looks short, but is 2,870 feet long. There is no fuel and no runway lights. There is a day parking fee of \$11, and an overnight fee of \$16. Touch and goes are not permitted. There are golf carts available for rent at the FBO.

According to the May 2014 AOPA article on the island, there are many attractions including,

- A tour train.
- A tour of the 1855 Stonehenge Estate notable for its winery history.

- A tour of Heineman’s Winery and Crystal Cave, boasting the world’s largest deposit of Celestine crystals.
- A butterfly house at Perry’s Cave Family Fun Center, including an underground lake located 52’ below the island’s surface.
- An observation deck atop Perry’s Victory column at a height of 317’. The putinbay.com website jokingly points out that the height of the observation deck is dependent on how many people are on the island.

According to my research, Kelley’s Island 89D is a preferred destination if you would like to avoid the commercialization and congestion of people located at Put-in-Bay. 89D also does not have fuel and is located east of Put-in-Bay. However, there are multiple restaurants, beaches and camping areas.



Last, but not least, Pelee Island CYPT is located to the north of both Put-in-Bay and Kelley’s Island. It is across the border and is in Canada. A review of its website reveals that it is an official port of entry into Canada and states that a valid Passport is required. Like the other islands, it offers cottage rentals, hotels, restaurants and camping along with beaches and shops. Oxy-morronically their website, pelee.org, is proud to point out its importance to birds. It is at the confluence of two migration routes, the Atlantic Flyway and the Mississippi Flyway. The island is designated as a “Globally Important Bird Area” by the Canadian partners of Bird Life International, the Canadian Nature Federation (CNF) and Bird Studies Canada (BSC). The island, and its important bird

area designation are described as “truly outstanding sites of significance nationally or internationally and sites that are exceptionally important for birds”. Yet the website boasts pheasant hunting! “Thousands of hunters from all over the world have attended the annual hunts on this unique island.” “There is an abundance of free flying birds and the opportunity for a positive hunting experience.” Hmmm.

In sum, Port Clinton, Ohio, roughly one hour’s flight to the east, is an ideal destination for those looking for something a little farther than pancakes in Coldwater or a Rueben sandwich in Jackson.

If you make it over there this summer, send me a trip report and I will add it to a future addition of our monthly *Flyer*. Enjoy and fly safe. 

Ride Report: Andy Cotyk's C120, N77220

Sunday, May 14, 2017, Mother's Day, was a pleasant day for a flight to Napoleon (3NP)¹ with Andy Cotyk in his restored Cessna 120.



As many know, Andy (sort of) gave up car racing for the higher and refined – yet no less costly - pastime of aviation. He found his plane in a barn north of Grand Rapids and restored it to flying condition last spring.



I can personally attest that he did a fine job with his restoration. The plane is solid, solid, solid. Nothing rattles. The O-200 engine turns over on command. Admittedly, neither Andy nor I are on the light side of the male human size spectrum, but his plane lifted both of us without hesitation or delay.

¹ Did you know that the grass strip in Napoleon, Michigan was founded by B.D. Maule of Maule Aircraft? I did not. More on this in a separate issue.



Once trimmed the plane holds rock-hard level flight. We saw a ground speed of 114 mph, with a little tailwind and about 98 mph with a gentle headwind. The Cessna 120 has rag wings and does not have differential ailerons, so you need to pay extra attention to the ball. Andy has outfitted his bird with a new radio, a new transponder



and a Garmin 296. The panel is just beautiful. Many of the instruments are original which Andy had sent out for restoration. Andy did his own stencil work on the fire engine red panel which is

nothing less than glorious in the sunshine. Andy is justified in feeling proud of his work. N77220 is one beautiful bird. RR



Changing the O-Rings on a C150 Strut.

A story in pictures.





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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Vacant



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