



The CHAPTER 221 FLYER

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

September 2016

President's Message



Hello Everyone.

I hope you all had a nice summer. Sure can't complain about it being too dry. In all the years living at Newman's field I don't think I can remember ever having a fl-in where no one flew in, but it happened last Saturday. Not even an airplane on display, all tucked inside where they were able to stay dry. Oh well, there is always next time. We still had a pretty good turn out and four hours of good old fashioned hangar flying.

Oshkosh was great this year even though the weather was a little unpredictable then too, but the turnout was good and I sure had a good time. I may be a bit biased but my favorites were the aerobatic performances done by the RVs. No fancy maneuvers like the one-of-a-kind airplanes do, but just smooth and graceful performances.

Our meeting on Sept 7 will be at our usual location at the Air Zoo at the usual time, 7:00 PM. In addition to a "catch up session" of what our members were doing this summer, we will have a guest speaker named Tyler Friend. Tyler is one of Ginger DeVillers' students and has some interesting recent adventures (including attending Space Camp) to share with us.

I recently received a request from a person from Ann Arbor who is looking for instruction in a weight shift trike. If you know of anyone who could help him out please email him at jmraai@gmail.com

See you soon,

Bob Aardema, EAA Chapter 221
President

Bob Aardema
President, EAA Chapter 221
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Map at www.EAA221.org

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Ron Ryan
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Next Meeting

Wednesday,
September 7, 2016

7:00pm

AirZoo East Campus



Young Eagles, Unique Aircraft and More.



The Leader In Recreational Aviation

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

*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.*



WORKSHOP

AVIATION WEATHER SIMPLIFIED

A hands-on presentation of Wx24Pilot app by developer Paxton Calvanese

NOT SIMPLE



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The Wx24Pilot app provides:

- Visual Metars, TAFs, TFRs, Airmets, & Sigmets
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- Enroute weather information

Workshop information:

- Riverview Airport (08C)
- Saturday, September 10
- 10 am to noon
- Host, EAA Chapter 145
- Refreshments provided



Wx24Pilot is a quick, easy, and inexpensive (\$2/mo.) way to know the weather before and while you are flying. To download the app or to get information: wx24Pilot.com

For workshop information contact:

*Dick Foster (616) 350-4715
Randy Passeno (616) 821-1980*

*Riverview airport
805 Taylor St.
Jenison, MI 49428*

Project Updates.

From Andy's Workshop.

"RV builders apparently like beer!"

By Andy Cotyk

Not a lot to report, but just thought I'd update since it's been awhile.

We travelled to Oshkosh and had chance to talk to one of the Van's employee's, the Gal who actually does the shipping from their Oregon factory! Plus, I had chance to sit in an RV-9A Slider (yellow and blue one in picture) that they had on display, and was quite pleased with the fit. Will be considerably wider than the C120 for sure, and it felt like a nice setup. In talking with RV parts Mary (I think that was her name), I was questioning her about stuff like shipping the top skins for the fuselage, and she said they were no real problem, could be shipped UPS. This was great to hear.



I'm stuck on how to repair these problems with oversize holes on a station/frame to the upper skins. There's a mess there, and I haven't found direction yet on how to accomplish such a repair. For now I'll keep making a list of the parts that are needed to continue fuselage work, in the hopes that I can get an A&P IA out to review with me when we're ready to get started in earnest.



Jon Rafacz and I met with Bob Puckett in White Pidgeon a few weeks ago. I learned of Bob from the last EAA chapter meeting through Dave Hull, as a fellow who might be selling RV-9A parts (see picture at end of his fuselage) due to no medical and not having worked on the plane for years. However Bob had heard that week, about the passing of the PBOR II in Congress, and got renewed interest in finishing his project and maybe flying again. I was interested in his wings, but in the end, he had renewed energy and so there was no sale there. I did also call a fellow out in California that had QB wings and a Fuse for sale, but he remained hopeful that he could sell them together, so again no sale there. Will keep looking for wings to replace the ones we have, assembled I'm hoping.

I do have another Empennage awaiting return from Florida! I purchased an assembled tail from a fellow who lived about 10 miles from my moth-

er's house in Port Orange. He was having to move soon and sold them to me complete with the elevator trim servo even. I'll be bringing my mom's car home from there, and will tow the tail pieces home with that in early October.

I talked to Terry Brokaw at Oshkosh, about rebuilding the O-320 engine for the plane, and he said it sounded good to him; we'd make it a winter project. He sends everything out for yellow tags, and re-assembles once parts are returned. I'm looking forward to this. There was a 2 hour Lycoming forum at Osh, on rebuilding Lycoming engines, but I didn't have time to sit for it. Will learn from Terry when the time comes!

I bought a few tools at Oshkosh, nothing big. I had heard about an RV builders get-together at Oshkosh on Monday night, including it said, 6 kegs of beer "After the air show, until they were gone". I learned that if you wait until after the air show, they ARE gone! RV builders apparently like beer. But we met up with a couple of builders and just scraped the surface of gaining contacts in the RV world.

And I recently sold my 240Z race car as had been the plan, the proceeds will offset the initial cost of the RV project, so we're getting in good shape for funding the balance of this project.

Helped Bill Wilson flip (remember Flip Wilson?) his RV-7A Canoe (fuse) this past Sunday, he's making great progress on his plane this summer. Flipping the canoe is a pivotal activity, among RV builders.

So for now we're not yet working on the project weekly, because it's summertime and there's summer things going on, but I'm slowly getting the list of items together that will be needed to continue to get the fuselage to interior painting by the time it gets too cold out.

More soon!

A.



Bob Puckett's Fuselage

A Nice RV9A Seen at Oshkosh 2016



Flying Adventures.



RESPECT FOR THE MIGHTY 150

By Ron Ryan

Jon Rafacz and I flew Jon's 150 into Oshkosh on Friday of Airventure. Judging from the size of our plane, I think they must have had respect for us, since they gave us a camping spot just behind the control tower. I had no idea one could camp so close to a gate.

Jon, as always, was gracious to let me do the landing at OSH. It was my first, and it was a doozy. I'll spare you with the details as to why this story starts at Appleton (which is one airport north of Oshkosh), but we will pick it up from there.

Since Friday's airshow went until 6 pm we decided to launch from Appleton at 5 pm. The idea was that it was going to take 30 minutes to fly to the Rush Lake Hold and then we would be close to first in line when the field opened up. [Yes, I know that an RV can fly from Appleton to Rush Lake in like 10 minutes, but we were in the Mighty Cessna 150. Now stop laughing.]

Once we (finally) arrived at Rush Lake, the ATC guys at Fisk, Wisconsin called into the blind and asked who was out there. I keyed the mike and was surprised to learn that we were the first to be heard among a number of others. The plane may be slow and smallish, but you have to respect its radio. They asked

us our aircraft type and put us into the hold at Rush Lake. The airshow went a little long. We did two laps. For fun I calculated our "bingo" fuel, thinking that a number of others would show up and delay our arrival. They did show up. But out of respect, we were not delayed.

ATC was working another plane that (said) it was low on fuel. Once the air show ended, they called that guy up to the Green Lake Hold and put him in the front of the line.

Maybe it was the radio. Maybe it was the fact that we called in first. But, certainly not because we were in a 150, they next called us up to the Green Lake Hold.

We did not do any laps at Green Lake. It's more of a swamp than a lake, you know. Instead, as soon as we got to Fisk Ave. we were directed to fly east and prepare to land on 36 Right on the red square.

Now, maybe it was the radio and maybe it was because we called in first, and probably out of respect for the Mighty 150, ATC put "*Fi Fi*" the B-29 Superfortress under us and had him land on 36 Left.

What a thrill. Here is the video to prove it.



[Click here](#) or on the video to watch it on YouTube.com.

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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