



The CHAPTER 221 FLYER

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

May 2018

President's Message



Hello Everyone!

Thank goodness for a little spring-like weather. I flew my RV down to Florida for a whirlwind three nights there as I had to plan around safe flying weather on both ends both there and back. I managed to sneak through without running into bad weather but seemed to have perpetual headwinds and got vectored toward Texas twice to avoid restricted airspace due to skydiving activity near Nashville and Atlanta.

Except for our Young Eagles rally on Saturday May 12, (9 am to 1 pm at the AirZoo.) it looks like we will not be meeting at the Air Zoo again until the end of summer.

Thanks to Ron Ryan and the folks at WACO Aircraft, our meeting on May 2 will take place at their facility in Battle Creek. I'm sure you will like seeing and smelling it! I may be prejudiced but there is nothing more enjoyable than the smell of new fabric covered airplanes.

Our third big event in May will be a special meeting on Monday, May 21 at the WMU College of Aviation in Battle Creek with a guest speaker to introduce us to the EAA VMC program. I'd like to encourage good attendance at that meeting (open to the public) and hope to get it by calling it our June meeting. So, no regular meeting on June 6. The July meeting falls on July 4 so that will not take place as usual either.

Hope to see you at WACO in Battle Creek on Wednesday, May 2. ✈

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

Next Meeting...



Wednesday, May 2, 2018

7:00 PM

WACO CLASSIC

15955 South Airport Rd, WK
Kellogg Airport (KBTL), Battle
Creek, MI 49015.

*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
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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.

Dates of Upcoming Chapter Events

May EAA Chapter 221 Meeting

WACO Classic Aircraft

Wednesday, May 2, 2018, at 7:00 pm.

15955 South Airport Rd, WK Kellogg Airport (KBTL),
Battle Creek, MI 49015

May IMC Club Meeting

Tuesday, May 8, 2018 at 8:00 pm.

WMU Parkview Campus
Room C124

May VMC Club Meeting

Monday, May 21, 2018 at 7:00 pm.

Western Michigan University Aviation Education Center
237 N. Helmer Rd.
Battle Creek, MI 49015

Young Eagles Event

May 12, 2018

9:00 am to 1:00 pm at the AirZoo, East Campus (restora-
tion building) in the Atrium

Volunteers, please arrive at 8:30 am.

IMC Club



Our next meeting is
Tuesday, May 8 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.

Question of the Month:

*What is VCOA and can it become a part of
your IFR clearance?*



The VMC Club kickoff meeting with the original IMC club founder Radek Wyrzykowski, EAA Manager of Flight Proficiency, has now been confirmed! The meeting date is May 21, 2018 at 7:00 pm at the Western Michigan University Aviation Education Center, 237 N. Helmer Rd., Battle Creek, MI 49015.

Member Andy Cotyk is our local organizer.

Non-instrument rated pilots who want to improve their proficiency now have an excellent new resource through EAA's VMC Club.

The VMC Club is modeled after the popular IMC Club concept which provides organized "hangar flying" focused on building proficiency in instrument flying. The VMC Club will do the same, but for pilots who are not instrument rated and fly primarily under visual flight rules and under VMC.

The VMC Club offers monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency.

All EAA members are automatically eligible to take part in VMC and IMC Club programs in their local chapters. ✈

Trip Report

[Editor's Note: *The adventure continues! This month Mary and Betty fly over the Big Horn Mountains and into Cody, Wyoming. They enjoy the Cody Night Rodeo. From there they rent a car and explore Yellowstone National Park. Back in 2010 I made a similar trip by car. The Big Horn Mountains, Cody and the Night Rodeo are some of my most fondness memories. They are so different than our pleasant mid-west.*]

CHASING DREAMS

Mary Ivany and Betty Young

(Part 2 of 5)

Sunday, 7 /12/98

We got up at 5AM to get an early start but the weather forecast was for clear skies and winds only 17 mph over the mountains for the whole state of Wyoming. Visibility was 60 miles. We left Gillette at 8:45AM. We flew over the Big Horn Mountains (there was snow on the mountain peaks). We planned to follow a river north to avoid the higher peaks, but after finding the airplane was performing well at 10,500, and the mountains didn't look so bad after all, we decided to head over the mountains for Cody. We changed our minds again since we had plenty of time before noon when they told us the winds would pick up and build-ups usually begin and decided to fly the river northeast of Cody to take a look at Yellowtail Dam. We were not prepared for the spectacular beauty of the winding blue river and the crests of the river and the dam. Mary had vowed not to descend over the dam and to view it from 9000 feet, so we wouldn't have to descend and then climb back up to cross the mountains into Cody, but when we saw it, the view was so beautiful we descended sometimes more than 1000 ft/minute to get down for a better view. We then were about 70 miles from Cody and it looked like we might be a little close on fuel. There were 2 airports close to where we were, but we had been warned they

often don't have fuel, and there were no FBO's listed in the AOPA directory, so we believed the fuel gauges and were sure we could make it. To get into Cody we went a little to the right of course, around a mountain, then left into a valley and there was Cody.

The report we got on Unicom from Cody was that the winds were nothing to be concerned about, so we made a normal approach to final. When we were about 10 feet off the ground we encountered cross winds and wind shear and the airplane literally dropped in. The Cody FBO rented us a car and recommended a motel. We ate lunch at "Grannys". My turkey and dressing lunch was \$4.50. We got to the motel and unloaded the car and went to the Buffalo Bill Cody Museum. Buffalo Bill Cody lived from 1846 to 1917. He was widely known as a storyteller and organized an arena show called Buffalo Bill's Wild West, which toured the U.S. and Europe for 30 years. He was best known as Buffalo Bill. On a personal note, my Father tells me that his Mother, my Grandmother used to sit on Buffalo Bill's knee when she was a little girl. Her Father built a lot of buildings for Buffalo Bill. I wonder if that is my Grandmother sitting on his knee in one of the well-known pictures you see of Buffalo Bill with children gathered around and a couple of children on his knee! The museum contained women's and men's Indian clothing decorated with many tiny beads, elk's teeth and shells. There were dresses made of elk skin. The moccasins were beaded - sometimes all over. The most interesting carriage to me was what I would call an antique motor home. It was named the Sheepherder's Wagon. It had a bed, a stove, cupboards. The sheepherder could open the front window and drive the horses from inside the wagon. A round top was covered with canvas with a stovepipe out the top. In the evening we went to the Cody Rodeo. One of the cowboys had a broken arm in a cast but participated in the bronc riding anyway. Dinner was hot dogs at the rodeo. The winds at the rodeo were fierce and to get to our seats we had to climb up ramps that looked like scaffolding.

Monday, 7/13/98

We got up and drove from Cody into Yellowstone National Park. The mountains are spectacular with snow-



covered tops and Yellowstone Lake is huge and beautiful. We drove along the shoreline for miles. We stopped to see hot springs where we had to stay on the boardwalk. Then we went on to Old Faithful. We bought cheeseburgers and bottled water and walked down to sit on a bench to watch the eruption. We saw quite a few elk in the part. We went to watch another Geyser at Norris. The trees along the roads are mostly Lodgepole Pine. There were many areas where you could see the effects of the fire of 1988. We were planning to leave the park and find a motel outside the park since we thought we probably needed reservations months in advance, but decided we'd take a chance (doesn't hurt to ask) and went to a lodge near Mammoth Hot Springs inside the park. We got a tiny cabin with no telephone and no TV. After checking in we thought we'd drive to the small town of Gardiner for dinner since we found the prices inside the park were expensive and reservations for the dining room were required.

We saw a little gravel road, marked "Old Road to Gardiner". It looked like it went up a pretty steep hill with no guard rails, drop offs on one side, marked "One Way". We decided to be adventurous (brave). Mary was driving and, when we got about 3/4 of the way up the hill I panicked (the drop-off was on my side). It looked like it was going to be 5 miles of this. I pleaded with Mary to back down the hill, but there was no way she was backing down on this road, so we kept going. She drove no more than 25 mph all the way into Gardiner. It was an interesting trip up and down the mountain on a one lane gravel road. Once we (I) settled down and realized we were committed to this road we enjoyed the

scenery and the realization that this was once the only way into the park. I'm still wondering how they went both ways on this road though, there was no place to pull over when meeting another car.

Gardiner was obviously an old town, the buildings were old and had not been commercialized, the main street probably looked the same as it had for years. We picked out a restaurant which look nice, clean, and not too expensive and looked at the menu posted outside the door. When we saw \$19.95 for one of the entrees, we decided to try the local saloon. It was out of our price range too, so we went back into Yellowstone, went to the hotel grocery store and bought sandwiches and ice cream and ate in our room. †

Falcon Ultralight 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. †

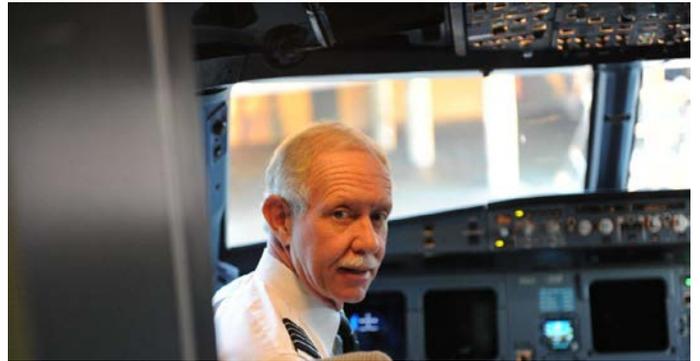
Contact Steve Weaver (269) 615-1500.

Who wore it better?

(the moustache?)



Sully
Tom Hanks as
Chesley Sullenberger



Captain Chesley Sullenberger
"We're going to be in the Hudson."

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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