



The CHAPTER 221 FLYER

Proudly Serving the Experimental Aircraft Association Chapter 221 in Kalamazoo, Michigan

www.EAA221.org

November 2019





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September 2019

President's Message



Hello Everyone!

Congratulations to Dave Hull for receiving his Wright Brothers MASTER PILOT AWARD at our meeting last month. Well deserved Dave! And thanks to Linda for the snacks!

At the last meeting we approved a place and date for our January 2020 banquet. I was able to reserve the usual place, the **Main Street Pub in Vicksburg** for **January 18**. Our first choice for the date was

not available so I took the 18th, Save the date!

Our November 6 meeting will be at the Kalamazoo AirZoo Restoration Center at 7:00 pm – usual place at the usual time. I will have a computer so bring in some of you favorite pictures on a memory stick. It's been a while since we've done this so there must be lots of information to share.

Maurice Hovious has agreed to host our **December meeting** (thanks Maurice) but I am still looking for someone for our January banquet meeting. Bring your ideas to the meeting next Wednesday. I look forward to seeing you all there. ✈

Bob Aardema, EAA Chapter 221 President

Next Event...



AirZoo East Campus

November 6, 2019

7:00 pm

6001 Mastenbrook Dr.

Portage, MI

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

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



NOVEMBER 2019

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6 Chapter Meeting 7 pm Air Zoo East Campus	7	8	9 Frostbite Chili Fly-in: Mettetal 1D2 11 am – 2 pm
10	11	12 IMC Club 8 pm WMU	13	14	15	16
17	18	19	20 VMC Club 7 pm Brewster's	21	22	23
24	25	26	27	28 THANKSGIVING	29	30

Does that plane look familiar?



Congrats to Andy Millin!

Andy's Velocity (N114MV) made the Contents page of the October issue of Sport Aviation look fantastic.



October 2019 Sport Aviation

Chasing Pancakes



Reflections on a season of pancake breakfasts and why I don't like turkeys at fly-ins.

More than once in 2018, upon finishing a delicious Saturday morning breakfast at Uncle Ernie's with my flying brothers, I've walked out the front door looked up at the sky and exclaimed, "Wow! What a beautiful morning." And like the idiot who realizes he could have had a V8, I said to myself, "I could have gone flying."

You see, during the week, I drive a desk in an office downtown. The window above my computer monitor overlooks the approach path to Runway 17 at KAZO. Thoughts of flying levitate to the planes that pass by my window. When the weather is good, Saturdays are my days to fly.

One fine morning after an Uncle Ernie's breakfast in 2018, Jeff Bishop and I decided that in 2019 we would become Pancake Chasers. In order to achieve this title we'd have go to as many pancake breakfasts as possible. Like the philosophical bumper sticker offering dog psychology, "wag more and bark less", we desired to fly more and sit less. This article describes some of what I've seen and come to understand about Chasing Pancakes on Saturday mornings and why I don't like turkeys at fly-ins.

Getting there is half the fun. One time Jeff's plane did not start and it was a good thing we had options. We jumped in our cars and hustled over to Jon's plane in Climax

to complete our mission. We made it in time and the hot-cakes still melted the butter that morning.

Chasing pancakes is educational and you can almost earn a degree in electronics. One time the cord to the hand mike on Jeff's plane wore out. The threadbare cord shorted out the intercom and Jeff had to transmit using the PTT button on the co-pilot's yoke. Somehow we realized that the hand mike was causing the issue. After the mike plug was disconnected, the use of our headsets returned to normal.

Not all Pancake Chasers are aviators. Some are in fact turkeys. One time there was a real furball of Saturday morning Pancake Chasers over Roben-Hood in Big Rapids. The radio was packed with announcements. Everyone seemed to arrive at the same time. As you know, you pick out someone near you and follow them through the pattern. But on this one day, right in the thick of it, a Cirrus pilot proudly announced that he was flying the IFR approach. Straight in! What a turkey!

I remember one expertly flown arrival. It was clear blue and a million upon departure in Southwest Michigan. However it was mostly cloudy in Mid Michigan where they were serving the pancakes. We might have been stuck on top but the pilot flying found the most wonderful legal hole imaginable and made a buttery decent through the sausage and to the plastic forks below.



Indiana, October 5

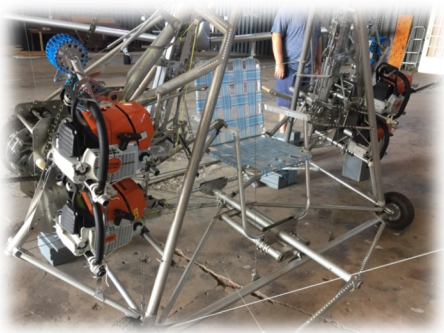
Pancake breakfasts are Patriotic. I like following Jeff around at these events. Jeff wears his Marines hat and ALWAYS gets a "thanks for your service" or a salute. At one airport the organizers asked everyone in the taxi-ways to

turn off their engines while they played the National Anthem while someone did a low pass with smoke-on. God Bless America.

Parking at a fly-in is easy. Most hosts provide marshalls with orange wands. Sometimes there is an airboss on the frequency who calls out necessary information. I remember one very well attended Saturday morning when there were lots of necessary yet urgent radio call-outs. There was this one Cirrus pilot who, upon landing, had no hesitation using the radio to ask where he should park his plastic fantastic bird. He was very verbose and did not use our short-clippy transmissions. What a turkey!

I regularly see Dave Gruber at these fly-ins. He likes to do aerobatics in his Great Lakes bi-plane. He never stays long. Most Saturdays, after take off, at about 100 feet, he rotates 90 degrees and pulls hard into the upwind leg of the pattern. Great stuff, Dave. Great stuff. (Dave is not a turkey.)

Sometimes we see strange and curious stuff. Did you know there is an Ornithopter in a hangar at Niles? Its powered by four chainsaws connected to a complex clutch.



A chainsaw powered Ornithopter at Niles

Saturday morning flying turns us into kids. Once we landed in Ohio for the sole purpose of collecting the OHIO badge for the AOPA app. If you don't know what I am talking about, don't ask. Its sort of like collecting baseball cards.

At Roben-Hood Airport there is no taxi-way. Planes intending to depart clump together in groups of four or five. When the runway is clear the flock of departing airplanes back-taxis to the departure end and then launches one by one. One time there was this turk . . . er, Cirrus pilot who just started back-taxiing without a flock and without looking. At that very moment there was a Pietenpol taking off at full power coming right at the Cirrus! Naturally, the startled Cirrus pilot then got on the radio and made a lengthy announcement of

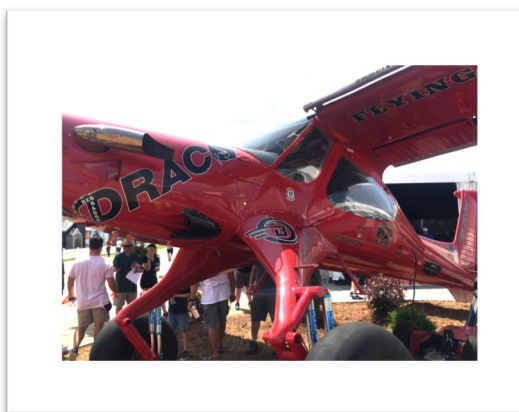


his back-taxiing activity. Somehow both planes veered to their respective right and a crisis was averted. What a turkey!

We have had other adventures too. One time the Attitude Indicator failed. No big deal. We were in VMC conditions. Another time I flew to the pancakes in a Piper and flew home in an RV. When ever we see a guy landing a Champ, we always joke that he left the night before.

One last story. One time there was this Cirrus ahead of me at the departure end of a runway. After his runup, he insisted that I depart ahead of him because his AHARS had not "spooled up yet". I'm not sure What a turkey!

The frost is now on the pumpkin, and the pancake breakfast season has drawn to a close. The only turkeys we will encounter will soon be in our ovens. I'm sure I'll chase pancakes again next season and I promise you, dear reader, that I'll give the Cirrus pilots a fair shake. After all, the more the merrier, right? ✈



R.I.P. DRACO

IMC Club



Our next meeting is
Tuesday, November 12 at 8:00 PM.

**WMU Parkview Campus
Room C124**

For a map and more info visit www.eaa221.org. See the IMC tab on the website for meeting information.

We have a special presentation planned. The FAAS-Team just completed the 2019 Aviation Activity Report for the Grand Rapids District Office. The report identifies a spike in "Engine Power Loss" accident/incident events (nearly 50% of all events last year!).

They will give us a maintenance presentation that addresses this concern and preventative measures to help prevent engine power loss.

Contact Andy Millin: amillin@sbcglobal.net

VMC Club



Our next meeting is
Wednesday, November 20, 2019, 7:00 PM
at Brewster's

All 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.

Our next meeting is Wednesday, November 20, 2019 at 7 pm at Brewster's once again. Mark your calendar. For more information see the www.eaa221.org website or contact Andy Cotyk at acotykw@wmis.net. ✈

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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