



# The CHAPTER 221 FLYER

Proudly Serving the Experimental Aircraft Association Chapter 221 in Kalamazoo, Michigan  
[www.EAA221.org](http://www.EAA221.org)

June 2014

## President's Message



Forty three of us toured the new Kalamazoo/Battle Creek International Airport control tower for our May meeting. Our own Jeff Bishop conducted a tour of the

facility which included the "radar room" where we could view Kalamazoo approach and departure in action. The other half of the tour was from the top. There wasn't a lot of traffic when I was visiting the top which was great because the controllers were able to answer all our questions. The view was spectacular!! The security gate was impressive (haven't seen one quite like that before) but it didn't over shadow the radar room or the view from the top of the tower. Thanks Jeff for a very informative visit.

Our June meeting will be a project revisit. Last year we visited Andy Cotyk soon after he purchased a 1946 Cessna 120 in an estate auction. This airplane had been stored in a barn for many years and, last June, Andy had pretty much taken it apart and was thinking about reassembly. We now get to see the restoration progress to date. I've not visited the project since last June but hear that progress is being made. The meeting will start at 7:00 PM.

Fly Safe,

**Dave Hull**

President, EAA Chapter 221  
[davhull@sbcglobal.net](mailto:davhull@sbcglobal.net)

## Next Meeting

Wednesday June 4th, 2014

**7:00 PM**

Project Visit  
Andy Cotyk's Cessna 120



10520 East MN Avenue  
Galesburg Mi 49053

Map at [www.EAA221.org](http://www.EAA221.org)

**Andy Millin**

EAA 221 Newsletter Editor & Webmaster  
[amillin@sbcglobal.net](mailto:amillin@sbcglobal.net)

*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.*

## Cessna 120 Restoration Reflections

May 27, 2014

As I come upon 18 months of working on my Vintage 1946 Cessna 120 project, I was taking a moment the other day to reflect back on why I started it, how it came about, and where the heck am I now? I think the first realization leading to this new chapter of an aviation avocation, came at Grattan raceway near Grand Rapids, Michigan 2 years ago after a reasonably hard fought drive in an SCCA amateur sports car racing event. I was driving as I have for many years, my race prepared Datsun 240Z and it was a beautifully hot Memorial day weekend. The realization was that now in my 50's, and after 26 years of competition, I was ready to do something else. I had reached the end of this fabulous amateur auto-racing road I had travelled, and I was OK with that. Not sure why I felt that way that particular day, but I did.



Andy's Datsun 240Z

I was sitting at my work desk one day after that, and somehow the thought hit me to look into the EAA and see if there was a local chapter to visit. How about building an airplane and learning to fly it... Some desires apparently just come in their own time. Thoughts of becoming a pilot had fostered in my youthful high

school years, spawned from a class called "Aviation Science", along with the general propensity to look upward at the sound of a plane flying over. But I never saw a path then to go that route, no family related or other taxi-ways to flying airplanes sprouted before me in those years. "Expensive activity this flying business", my dad commented, he wanted me to be an Engineer, and so I became one.

I e-mailed a co-worker (Dan DeVillars from the local chapter) who I was sure would know about the EAA, and low and behold he steered me to Chapter 221 in Kalamazoo. I attended the next meeting. I remembered the first time I showed up years ago to my first SCCA (Sports Car Club of America) meeting wanting to be a race car driver, and how much had transpired since that first day. And now at this first EAA meeting sitting in the back of the room as the new "kid" looking into flying, it took me back to that memory. What was I going to do, what will my interest become, are these people friendly?... (yes, you have been!). I've always been interested in planes and flight and I even work in Aerospace as an Engineering Manager in charge of a team that designs, develops and certifies hydraulic pumps and equipment for aircraft. I decided that now was the time to "Learn, Build, Fly" my own machine.



*In the barn - sat in this pose for 40+ years*

I was checking my e-mail yet another fine day, and a friend who I had discussed this new "Learn, Build, Fly" thing with, sent me a link to an on-line auction for a 1946 Cessna 120, part of an estate sale, sitting in a barn for over 40 years, about 70 miles north of me. We took a field trip up to see it, and what I knew about working on planes at that time, wouldn't fill one 337, however it looked like a worthy project. Like building race cars, only different..

It was on first sight, the "Barn'est" barn find I had ever come across. Learning that this plane sat in that building for over 40 years, parked by the original owner who wouldn't sell it, many by report had tried to talk him out of it, but it stayed there until he passed on,, brought considerable wonder why. More on the plane's story later. I sat at my computer the night of that auction, courageously/fearfully pressing "send" until we had won the project. Now what had I done....

To the point of my recent reflections, against all the advice that I'd read about buying some airplane before you learn to fly, and not knowing what you will want, blah, blah, blah. I am thrilled with the endeavor for what it has given me. In the 18 odd months since we tailored her home and began the process of the restoration, I have immeasurably increased my knowledge of general aviation aircraft construction, and history, and parts manuals, and STC's and AD's and 337's and logbooks and riveting and, well, you get the picture.



*Tailoring her home/Project day 1*

What seemed daunting at first has become a journey of learning and more importantly, of new friendships now being developed as I seek to learn more about the flying community. I feel more "Legitimate" for having plunged in, taking on the responsibility of Stewardship of this bit of history, to be its keeper for a time.

This is no time to stop now!

**Andy Cotyk**  
[acotyk@parker.com](mailto:acotyk@parker.com)

**Chapter 221**  
**www.eaa221.org**

Supporting the recreational builder/flyer with technical, social, and political news to promote flying safety and enjoyment:

<b>President</b>	<b>Dave Hull</b>	<b>323-2669</b>	<a href="mailto:davhull@sbcglobal.net">davhull@sbcglobal.net</a>
<b>Vice President</b>	<b>Bill Shearer</b>	<b>649-4957</b>	<a href="mailto:FirstImageBill@Chartermi.net">FirstImageBill@Chartermi.net</a>
<b>Treasurer</b>	<b>Bob Aardema</b>	<b>372-1965</b>	<a href="mailto:robert.aardema@wmich.edu">robert.aardema@wmich.edu</a>
<b>Secretary</b>	<b>Conrad Kraft</b>	<b>345-1926</b>	<a href="mailto:mo75fa@yahoo.com">mo75fa@yahoo.com</a>
<b>Newsletter Editor</b>	<b>Andy Millin</b>	<b>685-1643</b>	<a href="mailto:amillin@sbcglobal.net">amillin@sbcglobal.net</a>



<b>Jim Butcher</b>	<b>375-5923</b>	<a href="mailto:butcher43@att.net">butcher43@att.net</a>
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<b>Bob Aardema</b>	<b>372-1965</b>	<a href="mailto:robert.aardema@wmich.edu">robert.aardema@wmich.edu</a>
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<b>Terry Brokaw</b>	<b>279-7197</b>	<a href="mailto:terrybrokaw@gmail.com">terrybrokaw@gmail.com</a>
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<b>John Amundson</b>	<b>731-5135</b>	<a href="mailto:jamund1009@aol.com">jamund1009@aol.com</a>
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**VOLUNTEER SAFETY PILOTS:**

<b>Terry Brokaw</b>	<b>(h) 279-7197</b>	<a href="mailto:terrybrokaw@gmail.com">terrybrokaw@gmail.com</a>
<b>Brian Eckstein</b>	<b>(h) 624-6719</b>	<a href="mailto:eckstein@net-link.net">eckstein@net-link.net</a>
<b>Carlos Fernandez</b>	<b>(h) 353-5911</b>	<a href="mailto:carlosf71@hotmail.com">carlosf71@hotmail.com</a>
<b>Barb Goodwin</b>	<b>(h) 375-9399</b>	<a href="mailto:b19977@chartermi.net">b19977@chartermi.net</a>
	<i>(Available for Wings hours, BFRs and Flight Instruction)</i>	
<b>Charles Martell</b>	<b>(h) 343-6972</b>	<a href="mailto:cmartell@net-link.net">cmartell@net-link.net</a>
<b>Andy Millin</b>	<b>(h) 685-1643      (w) 345-2564</b>	<a href="mailto:amillin@sbcglobal.net">amillin@sbcglobal.net</a>
<b>Eric Schlanser</b>	<b>(h) 637-3949</b>	<a href="mailto:eschlanzer@yahoo.com">eschlanzer@yahoo.com</a>

Articles are solicited from all members. Please contact Andy Millin at 345-2564 x201, or mail articles or news to [amillin@sbcglobal.net](mailto:amillin@sbcglobal.net)



5585 Collingwood Ave.  
Kalamazoo, MI 49004

«First\_Name» «Last\_Name»  
«Address»  
«City» «State» «Zip»  
**Paid Thru: «Paid\_Thru»**