



The CHAPTER 221 FLYER

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

April 2018

President's Message



Hello Everyone!

Thanks to Jeff Schans of Lycoming/Thunderbolt for the interesting and informative presentation he gave at our March meeting.

Thank goodness Spring has finally arrived and along with it some nice flying weather. We will be hosting our first YE event in May at the Air-Zoo and will discuss the details at this meeting. Also, I would like to review some possible future meeting activities and try

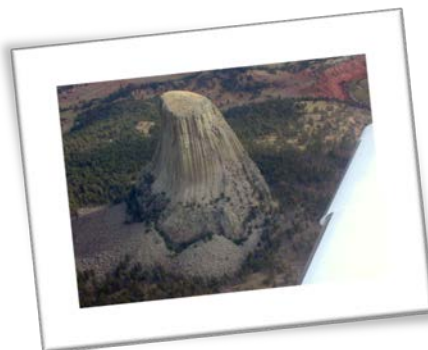
to come up with a schedule for the rest of the year.

For this month's meeting we will have some sort of surprise video and as always, bring in a thumb drive with pictures of your recent activities.

Hope to see you on Wednesday, April 4. ✈

Bob Aardema

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



What's this?
See page 4 for a delightful story!

Next Meeting...



Wednesday, April 4, 2018

7:00 PM

AirZoo East Campus
3101 E. Milham, Portage, MI
49002.

*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
rryan@lewisreedallen.com

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

April EAA Chapter 221 Meeting

Wednesday, April 4, 2018, at 7:00 pm.

AirZoo East Campus

3101 E. Milham Rd.

Portage, MI

April IMC Club Meeting

Tuesday, April 10, 2018 at 8:00 pm.

WMU Parkview Campus

Room C124

April VMC Club Meeting

Tuesday, April 24, 2018

Date, time and location to be confirmed.

Young Eagles Event

May 2018

AirZoo

Date, time and location to be confirmed.

May EAA Chapter 221 Meeting

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

Date, time and location to be confirmed.

May IMC Club Meeting

Thursday, May 10, 2018 at 7:00 pm.

WMU Parkview Campus

Room C124

Date, time and location to be confirmed.

IMC Club



Our next meeting is
Tuesday, April 10 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:

You are at KOWD (Norwood, MA), holding short of runway 17. Your take-off clearance is “fly runway heading, cleared for take-off.”

You set your heading bug to 170. Is that correct?

Will it work if you are at KICT (Wichita, KS) and you set 320 had you been holding short of runway 32 and received the same clearance?

If you had a strong crosswind would you correct to “fly” the runway extended centerline?



The VMC Club kickoff meeting with the original IMC club founder Radek Wyrzykowski from EAA Headquarters has now been confirmed! The meeting date is April 24, 2018. Stay tuned for date, time and location confirmation from Andy Cotyk, 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: Annie shared with me a wonderful trip report written by local Aviatrix club members Mary Ivany and Betty Young in July of 1998, which I know you are going to love. Their journal is long, so I am going to run it as a five-part series over the next few months. Their account is an enjoyable read. They provide details which contrasts the way I fly today versus the way it was only twenty years ago. Today I fly with moving maps, magenta lines, TIS-B traffic and radar via the iPhone. Twenty years ago, they called Flight Watch and had computer problems paying for fuel! Their story is not all flying, but I do hope that their story stirs your wanderlust and inspires you to GO OUT and FLY!]

CHASING DREAMS

Mary Ivany and Betty Young

(Part 1 of 5)

7/9/98

On July 9, 1998 Mary Ivany and I left Battle Creek at 11:50AM in her Archer II. This trip has been a dream of Mary's for about 15 years and something I had always wanted to do. We wanted to just "take off" with no itinerary, no reservations, no planned flights. We did know we wanted to go "West" and see as much as weather and time would allow. We stopped in Alma (AMN) for fuel and left Alma at 1:25PM. We wanted to fly over the Mackinac Bridge and decided to fly up the west coast of the state. We called Flight Watch in the air and found there was some weather south of the bridge so decided to land at Woolsey (5D5) airport which is at the tip of the Little Finger Peninsula. Woolsey is a beautiful little airport with 2 grass strips, a few planes tied down on the grass and no one around. There is a quaint little stone building which was open. There was a telephone, a table and a couple of chairs. The little building used to be a creamery. Steps on the outside led to an open balcony

on top of the building. While we were there a man came in and posted a flyer asking for any information on a L-39 which had taken off from Traverse City several weeks ago and had not been heard from. It was the pilot's son who was posting the flyer. We waited for about 2 hours at Woolsey, called for weather and then took off north toward the Mackinac Bridge. We flew from east to west between the towers of the bridge. I was sure we were below the towers, but Mary says we were a little above the towers. The pictures we took going between the towers should tell the true story! We flew along the southern coast of the Upper Peninsula and landed at Escanaba (ESC) at 7:15PM.

7/10/98

We left Escanaba at 12:15PM and landed at New Richmond, WI (RNH) at 2:30PM for fuel. At New Richmond they had a "Pay at the Pump" gas station which we couldn't make work and tried so many times that we confused the computer so that it wouldn't even try. We found someone inside to help us. He had to call someone else and finally got it straightened out. We were taking so long another airplane landed, got impatient and took off. We finally got fuel and got the computer to work and took off "West" at 4:35PM. Betty flew this leg from the right seat. The landing wasn't pretty, but acceptable since we walked away! There were possible thunderstorms forecast along our route, but we only encountered light rain. We landed at Pierre, SD (PIR) at 7:35PM our time. 6:30PM CT. The FBO at Pierre lent us a courtesy car and we drove into town to the Long Branch Saloon for dinner. When we got back the owner of the FBO Jim Pietz was just pushing his XTRA 300 into the hangar. He was a very good looking personable man who does air shows in his XTRA 300. He had his line crew push our plane over into a grassy area and told us we could camp for the night. He gave us the security code for the building, so we could use the bathroom, showed us where the shower was in the maintenance hangar, and apologized for not having clean towels. We pitched our tent and were all settled down by 11 PM Michigan time. During the night we could hear the coyotes howling, and Mary didn't sleep well because she kept hearing the squeaky beacon light. We had a few mosquitos in the tent, and everything that touched the sides of the tent got wet. It was nice in the morning though and everything dried out quickly.

7/11/98

We woke up and I took a sponge bath with Baby Wipes. Baby Wipes are a big help when you are camping and don't have a ready water supply. I actually felt fairly clean and refreshed. We rolled up the tent and I went into the FBO bathroom to wash my face and put on make-up. We packed up the airplane. It is LOADED. Only enough room for 2 people to get in after we pack all our gear for 2 weeks. We had been concerned about the density altitudes as we got farther west, so Mary decided to test the airplane by not pulling it off until we had 60 knots and were no more than 112 the way down the runway. We lifted off easily, in fact the airplane performed beautifully for the entire trip. We followed the Francis River northwest to look for buffalo herds and the area where "Dances with Wolves" was filmed. This is the area where there are the largest buffalo herds in the United States. We saw lots of Buffalo herds. The ranches were miles apart. It looked like desolate country. We then headed for the Badlands and flew across the Northwest corner of the Badlands. The Badlands are aptly named. For a short time, we were above them with no place for an emergency landing.

We then headed for Mount Rushmore. We contacted Ellsworth approach and they vectored us for a tour of Mt. Rushmore. We had to stay above 7700 feet and at least one mile from the mountain. There is a huge parking lot at the foot of the mountain, so it is easy to find. We were disappointed not to be able to get closer but got a good view. Pictures were disappointing because of the distance from the mountain. We then navigated on our own to Crazy Horse Monument and flew around it several times. Then we went to Black Hills (Clyde Ice) (SPF) airport for fuel. When we took off from the Black Hills airport the density altitude was more than 6000 ft. We then flew to the Devils Tower National Monument. The Devils Tower Monument has vertical ridges along the sides that according to legend were carved there by a bear trying to get to seven little Indian girls who were playing and climbed on top of a rock to get away from the bear. The rock began to elongate itself upwards, pushing them higher and higher out of reach of the bear. On our way into Gillette (GCC) we saw several coal

mines. When we landed at Gillette, we asked where to park and the controller directed us to park in front of the FBO. He said the EAA was having some sort of "doings" at their hangar. A lady got on the radio and said we were welcome to park there or come over there, so after we parked we walked over to the EAA hangar. They had several homebuilts on display and were flying Radio Controlled airplanes and there were several people in the hangar. We were greeted by the President of the EAA Chapter and his wife, 99 Barbara Croy. They invited us to come back at 6PM for a steak fry, \$8 each, so we went back to the FBO. They gave us a courtesy car and we drove to a Best Western, had a swim in the pool, got cleaned up and went back to the airport for the steak dinner. We had a great time, met several 99s from the Devils Hill Chapter and got great advice from several people about mountain flying, routes to take to Yellowstone, where to land to see Yellowstone and other sights to see. The steak was good and tender. We met a pleasant couple who had only been married 1 ½ years. He was over 70 and she was about 50. They had known each other for 18 years. They said they "didn't want to rush into anything". She had a Cessna 120 and he had a Piper Cub which he had restored when they met. After they were married she built an airplane, a Corben Jr. Ace, with his supervision and knowledge. While we were having supper at the EAA hangar the clouds started looking formidable and the local pilots told us about the baseball size hail they have had. One lady's airplane was ruined by the hail, so they offered to let us put 73Charlie in the EAA hangar for the night. ✈

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?



*Pappy Boyington
Medal of Honor
Navy Cross
28 Kills*



Captain Wild Bill Kelso

Captain Wild Bill Kelso: The Japs tried to bomb San Francisco last night. Two squadrons of Jap Zeroes. I've been trackin' them ever since. I lost them somewhere over Fresno.

Patron: Radio says that's not true about San Francisco. It was just a case of war nerves.

Captain Wild Bill Kelso: War nerves? Who said, "war nerves"?

Patron: I heard it on that radio there.

Captain Wild Bill Kelso: Radio's wrong.

Chapter 221

www.eaa221.org

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

President	Bob Aardema	372-1965	robert.aardema@wmich.edu
Vice President	Kevin Mazer	649-4957	kevinmazer@gmail.com
Treasurer	Dave Hull	323-2669	davhull@sbcglobal.net
Secretary	Ron Ryan	345-1926	rryan@lewisreedallen.com
Webmaster	Andy Millin	685-1643	amillin@sbcglobal.net
Newsletter Editor	Ron Ryan	267-0496	rryan@lewisreedallen.com



Vacant



Bob Aardema	372-1965	robert.aardema@wmich.edu
Terry Brokaw	279-7197	terrybrokaw@gmail.com



John Amundson	731-5135	jamund1009@aol.com
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VOLUNTEER SAFETY PILOTS:

Terry Brokaw	(h) 279-7197	terrybrokaw@gmail.com
Brian Eckstein	(h) 624-6719	eckstein@net-link.net
Barb Goodwin	(h) 375-9399	b19977@chartermi.net
(Available for Wings hours, BFRs and Flight Instruction)		
Charles Martell	(h) 343-6972	cmartell@net-link.net
Andy Millin	(h) 685-1643 (w) 345-2564	amillin@sbcglobal.net
Eric Schlanser	(h) 637-3949	eschlanzer@yahoo.com

Articles are solicited from all members. Please contact Ron Ryan, or mail articles or news to rryan@lewisreedallen.com



5585 Collingwood Ave.
Kalamazoo, MI 49004