



# The CHAPTER 221 FLYER

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

December 2016

## President's Message



Hello Everyone,

First, I would like to thank Bob Shane and Joe Tiexeira for the enlightening and informative presentation last month. The aircraft firefighting trainer is amazing and I hope it finds a new home that puts it to good use in the future. Second I would like to thank all those who turned out for my hangar roof raising party. In just five hours we made great progress putting the siding and roof panels up. I will have some pictures and videos to show everyone what a group of champion eager beavers looks like in action.

Our December meeting will focus on instrument flying and the fairly new (November 2015) inclusion of the IMC Club into the EAA. Note: VFR is visual flight rules and IMC is instrument meteorological conditions. Here is an excerpt from the EAA website:

**"The IMC Club's purpose is to promote instrument flying, proficiency,**

**and safety. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency in instrument flying."**

Andy Millin will lead the meeting assisted by Jeff Bishop with his observations as an air traffic controller and others who have expertise on flying on instruments. As EAA members we are all also IMC Club members and hopefully we will soon have our own Chapter 221 IMC Club.

Hope to see you there,

Bob Aardema, EAA Chapter 221 President

**Bob Aardema**

President, EAA Chapter 221

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## A Word from Andy Millin:

I will be coordinating the December meeting.

Our subject will be **"Better Radio Communication with ATC."**

Special guest speakers will be our own Jeff Bishop from the Kalamazoo tower, Garrett Gokey and Dave Leith (professional pilots).

We are going to find out what ATC needs to hear and what they don't want to hear. There are a lot of phrases we have been using, mostly because we have heard other pilots use them. But, are they really what we should be saying?

Should be a great evening!

Andy

## Next Meeting

**Wednesday, December 7, 2016**

**7:00 PM**

**AirZoo East Campus**



**Bob's Roof Raising Party!**

**Young Eagles, Unique Aircraft and More.**



*The Leader In Recreational Aviation*

**[AIR-ZOO]** Like No Place Else on Earth!

**3101 E. Milham  
Portage, MI 49002**

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

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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.*

## The Build: Andy's Odyssey

Unbeknownst to many of us, Andy Cotyk and his wife Karen have been quietly traveling the highways and byways of North America collecting parts for the completion of his RV9A.



Here is a photo of the original wings. With dubious build quality, these wings have been set aside for now. A new wing purchase from Canada will be employed.

Andy bought the project locally from a builder to had unfortunately died before its completion. The plane was in questionable build condition. Erring in the side of caution, Andy picked up an empennage from a builder in Florida. Andy was down there visiting his mother and picked up the empennage nearby.



An empennage from Florida, acquired while visiting Andy's mom.



The return trip from Florida. Karen, is that the "RV Grin"?

Next, Andy located a set of wings in London, Ontario, Canada. He and Karen were off again, this time with their trailer to inspect and ultimately purchase the wings.



Another set of wings and an empennage. This time from Canada. Karen, is that another "RV Grin"?

So, as of this writing, Andy has an extra empennage to help you start your own RV9 build.

Let's hope that all of Andy and Karen's traveling for their build is a good harbinger of lots of future travel to come, yet in their completed RV9A!

## Community: Well Attended November Events.

November saw two well attended events from the EAA 221 membership.



First, the November meeting was held at the mobile Aircraft Rescue and Firefighting (ARFF) hangar located at the W.K. Kellogg Airport in Battle Creek (KBTL). After the meeting, we could fully investigate and crawl around the ARFF firefighter's training vehicle.

The Kellogg Community College manages and operates the trainer country-wide.



KCC's ARFF Program provides hands-on training required for airports meeting the FAA's annual "hot drill" training requirements.

The website for the trainer, <http://www.kellogg.edu/business-industry/arff/>, reports,

"Utilizing the KCC mobile trainer saves valuable time and money by eliminating travel expenses and enabling your personnel to train using their own equipment. The simulator uses safe, controllable, environmentally acceptable propane fuel to provide a variety of realistic aircraft fire scenarios, including: flammable liquid spills, engine fires, interior cabin fires, and wheel brake fires."



Like the Martin Mars Water Bomber seen at Airventure 2016, the ARFF trainer is for sale. Both purchases could be an arm-chair fire fighter's dream come true!

The second event occurred at President Bob Aardema's hangar at Newman's Airport a couple of days later. Around 20 members answered Bob's call for assistance constructing an attached roof and building to his hangar where he can store his tractor and other items. It was a beautiful sunny Sunday afternoon. I unfortunately do not have any photos, but it was a pleasure to work together with everyone.



## Odds and Ends

I read “*Tube-Cutting Templates: The easy way to be consistently accurate.*” by Carol and Brian Carpenter in the November 2016 issue of *Sport Aviation, Experimenter*, page 2.



Most days I dream of building a Legal Eagle followed by a Tailwind. Last weekend I discovered the Space-walker, and now I want to build that one too. But I live in a condo and the reality of the logistics of building coupled together with my nonstop purchase of avgas always wakes me up from my dreams. But I digress.

The article explains how to use the free 3D modeling software offered by the EAA called *SOLIDWORKS* to map your tube airframe then print, cut-out with scissors, and tape the 4130 tubing to make a template to cope your joints.

So, I downloaded the software and played around with it for a while. I can see how it would be of assistance, but its learning curve is a little steep, in my humble opinion.

Anyway, I have two points to this article. First, I understand that this tool may work just as well as *SOLIDWORKS* to cope joints.



Second, I found [this YouTube video](#) that cuts to the chase in 17 minutes a little better than the article the program's tutorial did.



*Solidworks 3D Sketch Tube Weldment, Cope Tubes, Flat Pattern Tubes, Paper Templates for Tube Ends*

For now, I think my “consistent and accurate” purchase of avgas will continue.

- Ron Ryan

## Chapter 221

[www.eaa221.org](http://www.eaa221.org)

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

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**Vacant**



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