



# The CHAPTER 221 FLYER

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

April 2016

## President's Message



Hello Everyone. First I have to apologize because I will be missing the next meeting on April 6. There was a time when I could

use the phrase "duty calls". No offense but now I will just say I'd rather be elsewhere, like in Florida with a whole lot of other aviation enthusiasts at Sun 'N Fun. Weather permitting (looks like there might be high winds) I plan to leave Newman's on Sunday April 3, stop for fuel near Chattanooga, Tennessee and land at the Pilot Country Airport (what a great name) just north of Tampa by suppertime. It is near where a cousin of mine lives and is only 32.5 miles from Lakeland. From there I will be flying my cousin around and he will be driving me around to Lakeland. Since your second in command, VP Kevin Mazer will also be at Sun 'N Fun, Dave Hull will be presiding over the meeting, which should be interesting and informative as it will be all about 3D printing with demonstrations and maybe a little hands on training. Al Holloway who has lots of experience and regularly holds classes at the Air Zoo will be your mentor. The location will be the same but instead of taking place in the small auditorium where we usually meet, it will be

held in the classroom up on the second level just around the corner to the right of where we usually meet in the Air Zoo East Campus. I am sorry I will be missing this one and hope you all enjoy it.

Many of you have replied to my request for help at the Aviatrix Bash on April 30 and I also collected lots of stuff – hand outs, EAA banner, etc so I think we will have plenty to show the youngsters and share our enthusiasm and for all things STEM (science, technology, engineering and math). However, bring anything you want if you have something special or personal to share. Even if you haven't replied, you are still welcome. Please wear your EAA name badge if you can. See you on the 30th and the rest of you in May.

See you soon,

Bob Aardema, EAA Chapter 221 President

**Bob Aardema**  
President, EAA Chapter 221  
[robert.aardema@wmich.edu](mailto:robert.aardema@wmich.edu)

## Next Meeting

Wednesday, April 6, 2016

**7:00 PM**

**AirZoo East Campus**



**Andy's C120 Returns to the Sky!**

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



**The Leader In Recreational Aviation**

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

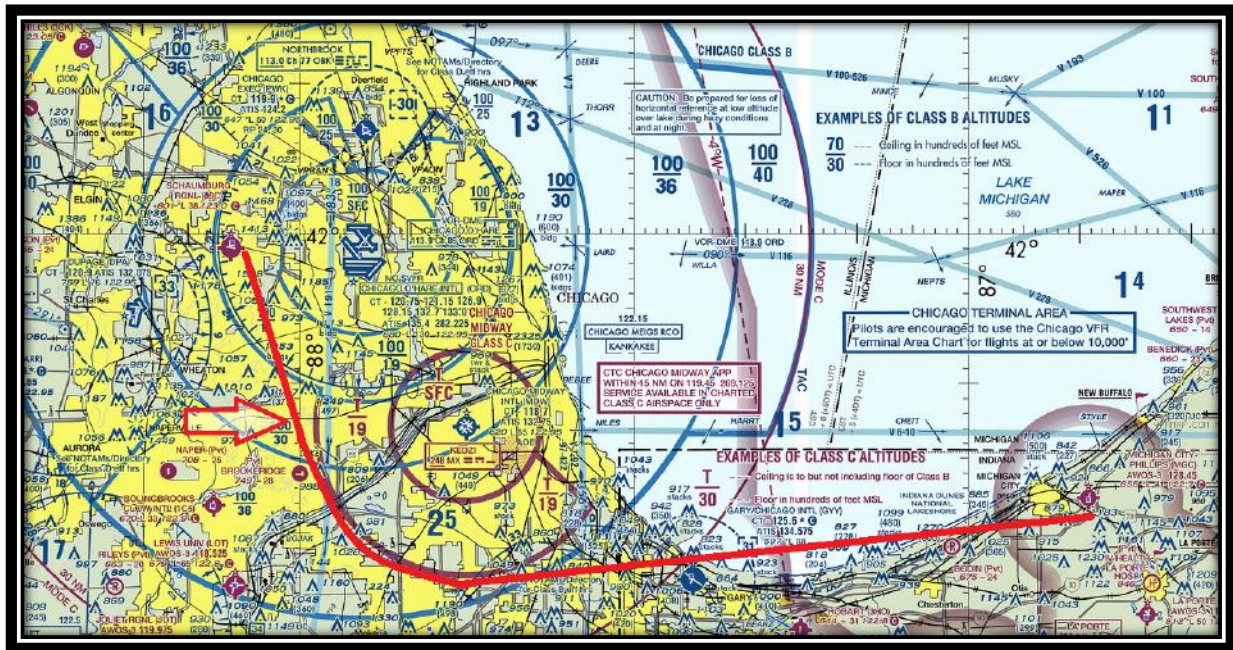
**3101 E. Milham  
Portage, MI 49002**

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

**Ron Ryan**  
EAA 221 Newsletter Editor & Webmaster  
[rryan@lewisreedallen.com](mailto: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.

# Trip Report:



## Gandalf, Felix and the Lobster Nachos.

By Ron Ryan

Flying is like the journey of life. Sometimes you absolutely know your destination and how you want to get there. You confidently plan your route. But unexpected questions pop up along the way. Debatable issues arise. Your confidence is tested; and when the feelings of apprehension and intimidation arrive, solutions are found in ways you least expect.

I ask, “Jon, we are approaching the next layer of the cake, should we descend below it?”

We are headed north eastbound on a heading of 340 degrees. Our goal is innocent enough. The destination is Pilot Pete’s Restaurant located on the field at Schaumburg Regional (06C), only 7 miles due west of O’Hare. We are at 3,000 feet MSL and I am desperately looking for the airport. I think I need the altitude to find it. I am flying in the left seat. Jon is in the

right. He is texting his buddy Felix to let him know when to meet us at the restaurant.

Schaumburg Regional sits underneath the upside down birthday cake officially known as the Chicago Class Bravo airspace. The top of the upside down cake is centered on O’Hare, its ever higher layers extend out 30 miles in each direction. Immediately above Pilot Pete’s coveted Lobster Nachos the Bravo starts at 1,900 feet and extends up to 10,000 feet. Field elevation is 801 feet. We are 9 miles south and east of the nachos at 3,000 feet and looking at multiple pale patches of earth, searching for what could be runways.

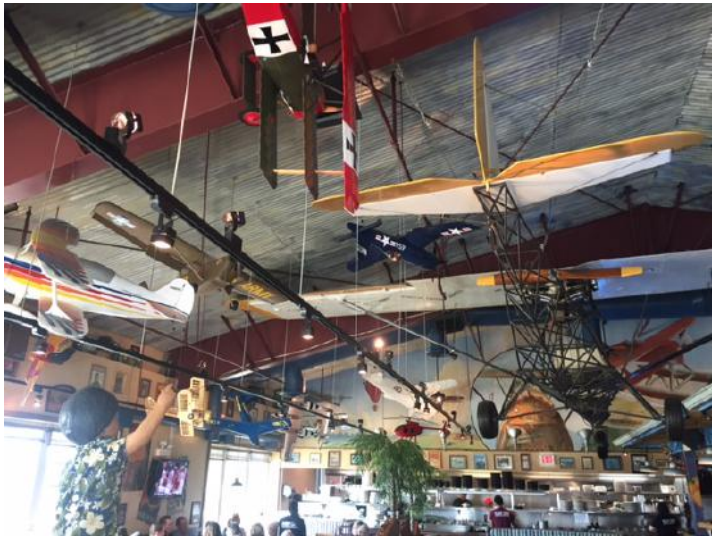
The bottom of the chunk of Bravo airspace hanging in front of us is at 1,900 feet. Also, aligned like a fence that blocks our way, there is an east-west line of antennas that arise from the ground to altitudes between 300 and 750 feet AGL. I’d rather stay high. I have a measly 225 hours. What the heck am I doing here?



Jon looks up from his iPhone, takes a look at the map I am showing him and suggests, "You can always give them a call and ask."

Chicago Approach then comes on and calls out some traffic. "Zero Eight Uniform, traffic. At your one o'clock is a 737. Also traffic at your eleven o'clock is an Airbus A380." Both aircraft are in the Bravo airspace descending from our left to our right, eastbound, on parallel final approaches to O'Hare.

Well duh, "Zero Eight Uniform has the traffic." How could I not? But, what to do about that hunk of Class Bravo suspended in front of me?



I'm not sure about Jon, but I am starting to feel a little like the Hobbit inside the Lonely Mountain. You remember the scene where the Hobbit and his party of dwarves steal themselves into the mountain to reclaim the treasure. ATC might as well be The Smaug the Dragon just waiting to melt us. We are currently below the Mountain, Chicago's Class Bravo airspace, and there is heavy iron swimming in it. Pilot Pete himself holds the treasure: Lobster Nachos! Aw, heck. I can do this. There's no turning back now.

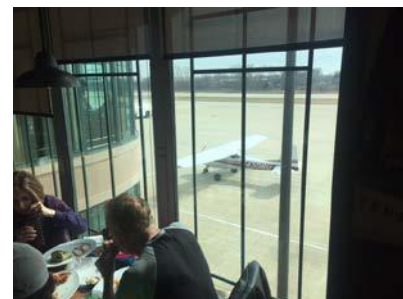
We had already gassed up at KMGC - Michigan City, Indiana. 110LL is reasonably priced at \$3.61, thank you very much. Upon departure from KMGC, I had called South Bend approach, gave them our destination and told them I intended to transition Gary's (KGYG)

Class Delta airspace along the south shore of Lake Michigan.

The South Bend Controller handed me off to a Chicago Approach controller who then handed me off to another. The first one saw us through the Gary Class Delta. Upon learning our destination, the second one had advised, "Cleared as requested. Remain outside of the Midway Class Charlie."

There are two ways to get to Pilot Pete's. One way is to go up the lakeshore in front of the buildings, then hang a left and fly west, then south, basically counter-clockwise around the 30 mile ring around the O'Hare. The shorter route is to continue westbound after Gary, staying south of Midway until you can head north. I chose the shorter route. I also choose 3,000 feet and figuratively dragged the right wing along the border of Midway's Class Charlie Airspace as we changed our heading from West to North along the edge. I choose to fly at 3000 feet for three sons: First it will give us time to enjoy the view in case the O-200 gives up the ghost. The higher altitude will also allow for clearer communications. But more importantly 3,000 feet will allow us some elevation to find the airport that we have never seen.

Now, what I did not consider was how exactly do we enter that upside down Bravo cake hanging in front of us? The debate in my head goes something like this: Am I already cleared into the Bravo since I was talking to them? No. Technically I am inside the 30 mile veil, but until this point I have also remained below the Bravo cake, right? Jeez, that A380 was big, wasn't it? I'd rather keep my altitude as we look for the airport that we have never seen. But Jon is also right, "You can always give them a call and ask."





As I am formulating my request for permission, I receive this from Smaug the Dragon:

“November Four Three Zero Eight Uniform start your descent NOW! You are cleared through the Class Bravo Airspace while in your descent, then maintain clear of the Bravo.”

Alrighty then! The debate inside my head is settled. We get to eat a little bit of the cake. Mixture full rich. Carb heat on. Throttle back to 1500. Push. The airspeed of the Cessna 150 increases to the end of its green arc, 120 mph. Smiling, I reply, “Zero Eight U is descending through the Bravo and then will remain clear of the Bravo.” It’s only a slight singe from Smaug’s flame. No advisory to copy a phone number. Ultimately, no big deal.



Then Smaug himself proves to be more like the wizard Gandalf as he calls out directions and distances to the runway and the food thereupon. He does not stop until I tell him I have the runway in sight. With Gandalf’s assistance we easily find the runway, Felix and the Lobster Nachos.

## *Epilogue:*

The Lobster Nachos were wonderful - probably not so great for my cholesterol, but delicious nonetheless. Pilot Pete’s is equally terrific. We taxied and parked right at the door to the FBO. The FBO is on the lower level and the restaurant above. We sat below the frame of a Breezy and there are various model and RC aircraft, too numerous to count, hanging from the ceiling.

Schaumburg Regional is busy. It appears the field has a Robinson Helicopter training facility or repair facility or both. There was no shortage of traffic coming and going.



Departing Schaumburg was a no-brainer, and quite honestly flying the mighty Cessna 150 inside and below the Chicago Class Bravo was really no big deal. The controllers were patient, friendly and offered great assistance. They did not appear to be bothered by our presence. No one should be discouraged from going to Pilot Pete’s or seeking flight following and flying to it. Upon our departure, we climbed out and stayed below the Bravo, continuing south to Kankakee, Illinois and the quite interesting Koerner Aviation (interesting in the sense that it appeared time in Kankakee has stopped). But that story will have to be told another time.

# UPCOMING EVENTS

*Dates to put on your calendar for upcoming events are:*

**April 16,** WMU pancake breakfast and safety seminar.

**April 30,** Aviatrix Bash, Kalamazoo Air Zoo.

**May 7,** Midland (KIKW) pancake breakfast.

**May 14,** Dupont-Lapeer (D95) pancake breakfast.

**May 21,** Linden (9G2) pancake breakfast.

**May 28,** Freemont (KFFX) pancake breakfast.

**May 29,** Lake City (Y91) pancake breakfast.

**May 29,** Jackson (KJXN) pancake breakfast.

**September 16-17,** AOPA Regional Fly In at the BTL Airport. Details of these events will be discussed in the next few meetings.

## *Andy Cotyk's Cessna 120 Returns to the Sky!*



**Ken Avery, Victor Grahn, and Andy Cotyk**

**S**aturday, March 26, 2016. KBTL. After 40 months of reconstruction and Airworthiness Recertification, N77220 flew again. Andy's plane is a Cessna 120 with an O-200 engine. The plane was first certified in November 1946. It last flew in 1968.

Andy reports via Facebook, "We successfully flew our 1946 Cessna 120 today! Friend Victor took her up for

about an hour's initial checkout, then I flew her for about 40 minutes left seat with him. Hard to describe the feeling of flying a 70 year old vintage aircraft, that so many people had a part in helping restore. I'm taking it all in this evening, letting our accomplishment sink in!"

Congrats, Andy!

[Ed. *If you are wondering what else Andy has in store, stay tuned for next month!*]

## *A Primer on 3D Printing.*

### **Definition:**

**"3D printing.** *Noun.* A process for making a physical object from a three-dimensional digital model, typically by laying down many successive thin layers of a material."

**K**evin Mazur suggests that the membership review the following sites in preparation for the meeting. Each site provides some information on the topic of 3D Printing.

What the heck is it? Here is quite a description: <http://3dprinting.com/what-is-3d-printing/>

Here is a website suggesting things that you can produce: <https://www.thingiverse.com/explore/newest/3d-printing>

Would you like to build your own 3D printer? <http://reprap.org/>

"RepRap is an open-source desktop 3D printer capable of printing plastic objects. Since many parts of RepRap are made from plastic and RepRap can print those parts, RepRap is a self-replicating machine - one that anyone can build given time and materials."



## 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:

<b>President</b>	<b>Bob Aardema</b>	<b>372-1965</b>	<a href="mailto:robert.aardema@wmich.edu">robert.aardema@wmich.edu</a>
<b>Vice President</b>	<b>Kevin Mazer</b>	<b>649-4957</b>	<a href="mailto:kevinmazer@gmail.com">kevinmazer@gmail.com</a>
<b>Treasurer</b>	<b>Dave Hull</b>	<b>323-2669</b>	<a href="mailto:davhull@sbcglobal.net">davhull@sbcglobal.net</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>Ron Ryan</b>	<b>267-0496</b>	<a href="mailto:rryan@lewisreedallen.com">rryan@lewisreedallen.com</a>



**Vacant**



<b>Bob Aardema</b>	<b>372-1965</b>	<a href="mailto:robert.aardema@wmich.edu">robert.aardema@wmich.edu</a>
<b>Terry Brokaw</b>	<b>279-7197</b>	<a href="mailto:terrybrokaw@gmail.com">terrybrokaw@gmail.com</a>



<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>Barb Goodwin</b>	<b>(h) 375-9399</b>	<a href="mailto:b19977@chartermi.net">b19977@chartermi.net</a>
	<b>(Available for Wings hours, BFRs and Flight Instruction)</b>	
<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 Ron Ryan, or mail articles or news to [rryan@lewisreedallen.com](mailto:rryan@lewisreedallen.com)



5585 Collingwood Ave.  
Kalamazoo, MI 49004