



The CHAPTER 221 FLYER

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

June 2018

President's Message



Hello Everyone. The grass is green and needs mowing twice a week, the leaves are full and hopefully the pollen and tree droppings will soon be over. It's hard to keep anything that looks nice looking nice even overnight.

We are not having a regular meeting on June 6, but we are having a Young Eagles rally on June 16 that is open to all members. Please come and enjoy the smiles on all those young eagles. Volunteer if you wish but if not just come for the fun of it. Our next meeting will be our annual picnic at Plainwell jointly with the Plainwell Pilot's Association members. Since the first

Wednesday in July is the 4th the picnic will take place on Wednesday, July 11 at 6:00 PM. More information about this will be forthcoming in the July newsletter

Hope to see you at the Air-Zoo on Saturday, June 16.✈

Bob Aardema

President, EAA Chapter 221
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VMC Club Launch



Radek Wyrzykowski and Andy Cotyk lead the VMC Meeting.
Details on page 3.

Next Event...



Young Eagles Event!

Saturday, June 16
9am to 1pm
Air Zoo East Campus

*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
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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.

Dates of Upcoming Chapter Events

June EAA Chapter 221 Young Eagles

Saturday, June 16

9am to 1pm

Air Zoo East Campus

June IMC Club Meeting

Tuesday, June 12, 2018

8:00 pm.

WMU Parkview Campus

Room C124

VMC Club Meeting

Meeting date and time to be announced.

July EAA Chapter 221 Picnic

Wednesday, July 11

6 pm

Picnic with the Plainwell Pilots Association

Plainwell Airport

July IMC Club Meeting

Tuesday, July 10, 2018

8:00 pm.

WMU Parkview Campus

Room C124



A Trip to Waco in Battle Creek

Did you know it takes one guy working 8 hours a day, six weeks to weld up a Waco YMF-5 fuselage?

From the weld area to the wing shop to the paint booth, we got to see it all.

Our May monthly chapter meeting was a tour of the Waco Classic factory in Battle Creek. A big thank you to Peter Bowers who hosted us and gave us a in depth look behind the scenes. ✈



IMC Club



Our next meeting is
Tuesday, June 12 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.

IMC Question of the Month:

"What is a diverse vector area?"

VMC Club



Our inaugural meeting occurred May 21 at the WMU Aviation Education Center at the Kellogg Airport in Battle Creek. Radek Wyrzykowski from EAA Headquarters was in attendance and hosted the meeting. There were about 15 members in attendance. The first half of our hour was an introduction to the VMC Club meeting, including how and why it was founded. The second half of the meeting included a typical VMC meeting topic for discussion. The question that day was essentially: what would you do if, on approach to an airport, you received information via a radio call indicating that one of your main landing gear on the low wing airplane that you are operating was no longer with you?

Andy Cotyk is organizing our future meetings.
Please stay tuned for further updates. ✈

VMC 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? What if you are at some other airport at runway 26 and Tower tells you to turn right heading 260 after takeoff. Why would they do that? If you had a strong crosswind would you correct to "fly" the runway extended centerline?

Trip Report

CHASING DREAMS

Mary Ivany and Betty Young

(Part 3 of 5)

Tuesday, 7/14/98.

Today we drove around the Yellowstone area. We went to the "Grand Canyon of Yellowstone" and both climbed down several hundred feet for a view of the Lower Falls. Mary climbed down several more hundred feet while I settled for the view from the upper lookout. We were most impressed with Minerva Terrace, which is a formation of terraces built by the hot springs bringing a form of limestone to the surface and depositing it. It is mammoth and continually changing. It is important to stay on the boardwalk because even though the ground may look solid it is sometimes fragile and thin and there is scalding water under the crust. We stopped at a lookout where there were many tourists and restrooms. There was a big buffalo just meandering along down the hill from the buildings. He came right up by the buildings and the road and crossed over in front of me on the foot path. I was scared and wanted to get back to the car but couldn't get around him. He hung around for a long time and got his picture taken. Today we also saw Moose and a coyote. When we were leaving the park on our way back to Cody, disappointed that we hadn't seen a bear, we saw a grizzly and two cubs not more than 30 feet from the road. They were paying no attention to the 2 or 3 cars that had stopped and stayed pretty close to the side of the road for a long time. I didn't get out of the car (I was on the side of the bears), but Mary got out of the car and climbed on the roof of the car to take pictures. We drove back into Cody and stayed in a motel. We have noticed that whenever we stop to view sights, at least 30% of the people there are speaking a foreign language.

Wednesday, 7/15/98

Cody, WY to Jackson Hole, WY. We got up at 5:15AM so we could fly early and avoid the high winds

which seem to start around 11:30AM. We took off from Cody at 7:45AM and made 2 climbing turns west of Cody to get high enough to go over the mountains. We climbed to 10,500 feet but could see we needed to go higher. Our route was to be West from Cody to Yellowstone Lake, following a road and valley. We took a valley south of the intended route so headed northwest over the mountains to another valley and climbed to 13,000 msl. We saw the south part of Yellowstone Lake then headed southerly toward Jackson Hole Airport. We flew along Jackson Lake with the Tetons on our right in the background. We landed at Jackson Hole at 9:05AM. The FBO towed our airplane to a parking place and Mary went to the plane and I walked about 200 yards to rent a car. We got a red Mercury Sable and packed the trunk full of all of our stuff plus the camping gear. We then headed for a campground in the Tetons. We missed our turn into the Coulter Bay Campground and ended up north at the Lizard Creek campground.

There were several Rangers there. It seems there had just been a bear in the campground. We went back to Coulter Bay and had our camp set up by 2PM. We then drove around the park the rest of the afternoon. We saw a moose, prairie dog, and elk herds. We saw people riding horses on a trail ride. We took an unpaved road to Two Ocean Lake, and on the way back took a road unfit for travel. We didn't know exactly where we were. We came out at a private ranch and had to turn around. We finally ended up on a civilized road. We stopped at several scenic places to look at the Tetons and the Jackson river.

We took another scenic road (paved this time) to Jenny Lake, climbed down a steep bank to see the lake with the Tetons in the background. Mary took her shoes off and waded across a tiny inlet. She handed me her camera to take her picture and I fiddled with the wrong button and opened the camera, exposing the film. We picked up some delicious muffins and coffee at Granny's this morning on our way to the airport. For lunch we bought sandwiches and juice at the General Store in the park. For dinner we ate at a Cafe in the park real close to our campsite. We had herb roasted chicken, mashed potatoes and gravy, biscuit, fruit, and coffee for about \$7.50. After dinner we missed our turn to camp

and drove about 15 miles north, so we had now driven the entire Park. Mary went for a walk and came back to get me. There was a deer right on the road not 50 feet from our campsite. She had twin fawns with her. Today we saw a Pelican and Prairie dogs. †

The Build

It starts with a couple of guys and a low overcast Saturday morning. Instead of skud running 150 miles across the state to eat some pancakes, they keep the plane in the hangar and go out to breakfast at a local diner instead. They make the right decision.

The next weekend its raining cats and dogs so they again decide to go to eat eggs and drink coffee at the breakfast diner. They ask a friend to join them.

Before you know it, winter sets in and the occasional Saturday breakfast has become a regular thing. Their group grows to as many as 8 or 9 local pilots. Some days the weather is perfectly fine. Blue skies. Yet they continue to gather for breakfast each Saturday morning, leaving their planes in their hangars and the distant pancakes uneaten.

The breakfast conversation is always hangar talk and the topics are anything aviation related. Dodging storms, camping under the wing, Oshkosh adventures, repairing and building airplanes are all discussed. Oddly, one of the breakfast pilots constantly shares postings from Barnstormers.com to the group.

One morning a pilot says he is interested in looking at a homebuilt in North Carolina. He'd like to buy it but would rather look at it before pulling the trigger. But his knees are bad. Knee replacement surgery is pending, and he just cannot sit in the plane that long. Coincidentally there is a beautiful high pressure bubble parked over the eastern half of the country. Not wanting to let their hobbled breakfast pal down, two intrepid aviators volunteer to fly to North Carolina after breakfast. The builder with the bad knees offers to buy the fuel.

The North Carolina homebuilt didn't look so good. But seeds have been sown. Something about those incessant postings from Barnstormers.com gets mixed

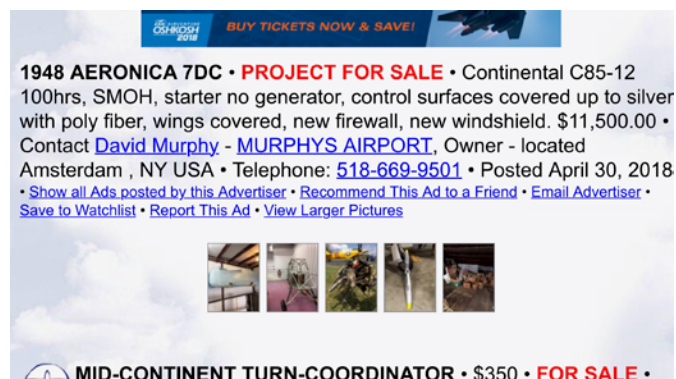
in with the all the coffee and building talk. One of the group is headed to see his daughter in Louisville. What do you know? There is a Piper Cub project advertised on Barnstormers.com located in Nashville. Louisville is near Nashville, right? I think so. Tennessee is a skinny state. Its all south of here anyway. In the spirit of aviation breakfast brotherhood, the guy volunteers to go take a look.

Why is he going to take a look at this project? Is someone at the breakfast table interested in buying it and working on it? There is no answer to that question just yet. All you need to know is the mind-set of the guys at the table. They are drunk on syrup and coffee and rivets and building and flying and friendship and Oshkosh. That there is a project in Tennessee and it is advertised on Barnstormers.com and Kentucky is near Tennessee is all that matters. It makes perfect sense when you're drunk on coffee creamer, brotherhood and bacon.

Well that project did not look so good either. Neither did the one in Dayton the fellow looked at on the way home. But hey, now there is a homebuilt listed for sale in Barnstormers.com and it is in Maine. Isn't that far, you ask? Listen, you must understand these guys are three sheets to the wind. Blotto. Distance doesn't matter to these nuts. Pass the grape jelly! Is someone even interested in building...? Don't ask that question. Two guys go take a look.

Well, the Maine homebuilt did not look so good. But the 85 hp, 7DC Aeronca Champ located in New Amsterdam, NY looked perfect! Who's in?

And this, dear reader, is how it all started. Is it the right decision? Tune in each month for an update.



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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.

Did you know...

Chuck Yeager is alive a well and posts regularly on Twitter? God Bless America, and God Bless Chuck Yeager. ✈



Chuck Yeager @GenChuckYeager · May 11

May 12, 1953 – Bell X-2, 46-675, exploded in belly of Boeing EB-50D Superfortress mothership during captive LOX topping-off test & was dropped into Lake Ontario. Kills US test pilot Skip Ziegler & engineer. Another example that flight test is very very risky. @usairforce

20 80 409



Chuck Yeager @GenChuckYeager · May 10

May 10, 1941 – Rudolf Hess parachutes into Scotland to try to negotiate an alliance with Britain against the Soviet Union. I was still in high school in Hamlin, WV, huntin', fishin', & helping my Dad drill gas wells. #WWII, #RudolfHess #HamlinWV, #WV, #Scotland #UK

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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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