



The CHAPTER 221 FLYER

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December 2014

President's Message



We had 39 folks at our November meeting in the AirZoo East Campus theater. Our own Kevin Mazer shared both his experience at the bian-

nual Dayton Dawn Patrol and his progress building a Fokker Dr.1 triplane. The Dayton Dawn Patrol is held every other year at the USAF Museum near Dayton, OH. Its primary focus is WW-1 aircraft and there were many flying that weekend. You may want to put a note on your 2016 calendar.

The meeting highlight was Kevin's presentation of progress to date on his Fokker Dr.1 triplane. He has completed the wing spars and ribs. He explained with photos the exacting process required to build an authentic and safe airplane. The wood working "tricks" he showed us were amazing!! He thinks he's a little over half done building and now thinking about an engine. If you have an old Gnome rotary engine in your barn, please give him a call.

The December meeting will be back in the AirZoo East Campus theater. John Amundson and Randy Hunt will be conducting a tour of the AirZoo TriMotor before it goes on display. John was the "chief pilot" of the AirZoo Trimotor operation for many years. He put together the aircraft operation manual and managed the training of all the pilots flying the aircraft. Randy was one of John's trainees with plenty of command pilot time in corporate aircraft and an avid fan and knowledgeable pilot of the Trimotor. It should be a very enjoyable evening

I look forward to seeing you Wednesday evening, December 3, 7:00 PM, at the AirZoo East Campus theater, 3101 Milham Road.

Fly Safe,

Dave Hull

President, EAA Chapter 221
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Next Meeting

Wednesday, December 3rd, 2014

7:00 PM

At the Airzoo

John Amundson & Randy Hunt
Tour the Ford Trimotor



Map at www.EAA221.org

Andy Millin

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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.

Andy Lincoln **N46EL First Flight**

After nearly a lifetime of dreaming about building and owning my own airplane, and a year of extensive thought and planning, I ordered my RANS S6S kit serial number



8115 in May of 2008. On August 26 of that year two large crates arrived in my garage, and one of the most challenging and fun experiences of my life began. The build clocked in at just over six years and 1500 hours, as N46EL received its airworthiness certificate on September 22, 2014. A hot spot on the cowl kept me grounded until I had molded a new piece of fiberglass to attach to the existing cowl. This provided a little bump out that moved the cowl a couple more inches away from the hot exhaust. With that problem solved the weather and my nerves were the only thing standing in my way.

After several sessions of high speed taxi runs on the runway at AZO, on November 2 I was out of excuses as the day dawned clear and calm. I performed one more high speed taxi run down the length of 17, and when I turned off the controller asked me my intentions. After a brief pause, I swallowed hard and told him I intended to taxi back and take off. That was a long taxi back down the length of 17 as I thought about the six year journey I was about to complete but most of all about my wife and two little girls. I can't say that I

wasn't nervous about the unknown (this is why there are no pictures of the first flight), but I was calm and confident about what I had accomplished. After a thorough run up I took to 17 and pushed the throttle forward. 100 HP on a 723 pound airframe gets things moving pretty quickly! The tail is up almost immediately and it tracked straight down the runway. After what could only be a few hundred feet N46EL was off the ground. I climbed very slowly at first as I checked the controls and aircraft response. Everything was in order so I pulled back on the stick and found my target climb speed of 65 MPH. By the time I was over the end of 17 I was over 2000 feet in the air and I began a gentle left turn. I climbed up to 3000 feet on the downwind leg and began my racetrack pattern around the airport.



I remained at 3000 feet for the next 40 minutes, transitioning to slow flight several times and deploying the flaps. All systems worked perfectly so my thoughts went to the landing sequence. The S6S likes 60 MPH in the pattern and all the way over the fence, with a predicted stall speed of about 40 MPH with full flaps. I had about 40 landings in a RANS S7S, all wheel landings, and that is what I decided to do this time. It allowed me to come in with a little more speed and a little more directional control. I executed a steep descent as I was coming down from 3000 feet, but everything went very smoothly and the landing was a non-event, with a very

short ground roll. I actually had to fast taxi down to the first turn-off as there was traffic behind me. After exiting the runway I finally allowed myself a smile and a sigh of relief, and felt a tremendous sense of satisfaction and accomplishment.

Now I am just waiting once again on the weather to continue the journey. I have to thank Bob Aardema for acting as my Technical Advisor, the AZO controllers who were great to work with throughout the fast taxi sessions and first flight, and most of all Jim Butcher. That first flight would not have happened without his help with the avionics installation and his knowledge of Rotax engines. It is true that this hobby is all the more special because of the people that we share it with.

Andy Lincoln
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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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