



The CHAPTER 221 FLYER

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

May 2017

President's Message



Hello Everyone.

A hhhh, spring in Michigan – isn't it beautiful! I trust many of you are out enjoying the lovely scenery and clear air. Never mind the bumps. Oh well you can't have everything.

I had a great time flying to Florida last month and then a leisurely trip up the east coast. Had an unexpected two night stay in Brunswick, GA due to thunderstorms one day and winds to 35 kts the next, but I learned a lot about the history of that area and enjoyed the fresh seafood.

Our May meeting will take place at EAA Chapter 221 member, Bill Wilson's home. Bill is in the process of building a beautiful Van's RV-7 and has offered to open his shop for a group inspection. The address is 9158 Cotters Ridge in Richland and if you Google Map it you will see that it is just a bit west of Gull Lake. Usual meeting time of 7:00 PM.

I look forward to seeing you all there.

Bob Aardema, EAA Chapter 221
President

Bob Aardema
President, EAA Chapter 221
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*Discovered: Safety-wired correctly,
or incorrectly?*

NEXT IMC CLUB MEETING:

May 9, 2017
8:00 p.m.

WMU PARKVIEW CAMPUS
Room D204/205
See www.eaa221.org for a map.



Next Meeting

Wednesday, May 3, 2016

7:00 PM

Bill Wilson's House
9158 Cotters Ridge
Richland, MI 49083



***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

Ron Ryan

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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.

Bob Aardema and his Spacewalker II





Evidence of Dale Edwards' welding handiwork.







Passengers are encouraged to bring their own chips!





National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Sanford, FL	Accident Number:	ERA17FA148
Date & Time:	04/08/2017, 1256 EDT	Registration:	N3280M
Aircraft:	PIPER PA 12	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed. NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report.

On April 8, 2017, about 1256 eastern daylight time, a Piper PA-12, N3280M, was destroyed by impact and a post crash fire after takeoff from Orlando Sanford International Airport (SFB), Orlando, Florida. The airline transport pilot was fatally injured. Visual meteorological conditions prevailed and no flight plan was filed for the local personal flight conducted under the provisions of 14 Code of Federal Regulations Part 91.

According to review of preliminary air traffic control communications, the pilot received a take-off clearance for runway 27L to remain in the airport traffic pattern, which he acknowledged. There were no further communications with the pilot.

A witness to the accident recorded the flight on his cellular telephone. He provided the video, and gave a statement to airport police, which was consistent with the content of the video. According to the witness, the "airplane accelerated normally for takeoff, pitched up, and continued to pitch up into a full stall, rolled to the right and nosed in on right side of 27L." He stated a postimpact fire ensued and was extinguished by aircraft rescue and firefighting personnel.

The pilot held an airline transport pilot certificate with an airplane single and multiengine land ratings. He also held a flight instructor certificate with ratings for airplane single and multiengine and instrument airplane. His most recent Federal Aviation Administration first-class medical certificate was issued on February 7, 2017, with the limitation, "must wear corrective lenses." The pilot reported 25,000 total hours of flight experience on that date.

The three-seat, high-wing, tail-wheeled, fabric-covered airplane was manufactured in 1947. It was powered by a Lycoming O-235-C1C engine, rated at 115 horsepower, that was equipped with a Sensenich two-bladed, fixed pitch propeller.

The accident flight was the first flight following a 2-year restoration of the airplane that included replacement of the wing and fuselage fabric, flight control cables, and electrical wiring.

The airplane came to rest inverted, oriented on magnetic heading of about 170°, in the grass about 9 ft north of runway 27L, adjacent to the 1,000 ft markers. The nose of the airplane was crushed aft. The propeller was attached to the engine, which was located adjacent to a linear ground crater.

The empennage, fuselage, cockpit, and wings were consumed by postimpact fire. The engine exhibited significant thermal damage, and several of its accessories were separated. The engine crankshaft was rotated by hand and continuity of the valve train was established from the crankshaft flange to the rear gears. Thumb compression was obtained on all four cylinders.

All flight control surfaces (ailerons, flaps, rudder, elevators, and trimmable horizontal stabilizer) were attached to their respective attach points. The left and right aileron cables were continuous from the control stick to their respective bell cranks. The rudder cables were continuous from the foot pedals to the rudder bell crank.

The elevator control cables were found attached to the upper and lower ends of the elevator control horn in the tail of the airplane. Elevator control cable continuity was established from the control horn to the forward and rear control sticks.

Manipulation of the elevator control cables revealed that a nose-up control stick input resulted in a nose-down deflection of the elevator and vice versa. Further examination revealed that the elevator control cables were improperly rigged, such that they were attached to the incorrect (opposite) locations on the upper and lower elevator control horn.

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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