



The CHAPTER 221 FLYER

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

March 2017

President's Message



Hello Everyone.

Welcome to spring! My RV was so anxious to get back in the sky again it climbed out like a homesick angel! This is a great time to fly because the cold air makes the airplane really perform nicely and with no leaves on the trees you can see a lot of stuff on the ground that will soon be camouflaged with green leaves.

During our March meeting I would like to discuss some upcoming meeting presentations and future fly-ins like Sun n Fun. We will also view some of the EAA Chapter video presentations that will include the latest in electric ultralight applications, and more ideas on the use of 3D printing. We will also review some footage of early EAA at Rockford and a very interesting section on WW I aircraft that includes famous names such as Fokker, Spad, Standard, Jenny and Sopwith.

I have been invited to give my presentation on flying the A-10 to

EAA Chapter 145 at Riverview airport in Jennison. It will be much the same as the one I did for our chapter last summer but if you missed that one or you just want to visit the group at Riverview you are more than welcome to come there. Riverview Airport (08C), Saturday March 11 at 10:00 AM.

See you soon,

Bob Aardema

President, EAA Chapter 221

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IMC Club meetings are the 2nd Tuesday of the month. See page 4 below for details.

Next Meeting

Wednesday, March 1, 2017

7:00 PM

AirZoo East Campus



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and More.**



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[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.

Annie's Airplane and Advice



By Ron Ryan

Chapter member Annie Van Weelden purchased a completed homebuilt Van's RV-9A in October 2016. In this article, she offers some guidance for those thinking of doing the same. I was lucky enough to get a ride, and my observations are here as well.

Before we get into the details of the purchase considerations, first a little about Annie's airplane. It is a 2010 RV-9A. N747RT was built in Houghton Lake, Michigan and had about 300 hours on it when she purchased it. The plane is pulled along by a Lycoming O-320-D2A, 160 hp engine with a Sensenich fixed pitch prop.



In the panel are the following: Icom A200 radio, Garmin 695 GPS, Garmin 39ADSB Transponder, David Clark Intercom, and a Grand Rapids EIS among other things.

Annie's plane, named "*Reina*" (pronounced "ray-na") – "Queen" in Spanish – carries 36 gallons of fuel and has a gross weight of 1750 lbs. with a useful load of 715 lbs.

Reina cruises at TAS (8000') 165 mph. Her takeoff speed is 65 mph, normal approach speed is 70 mph and stall speed with flaps is 50 mph and without flaps is 55 mph.

Annie was gracious enough to offer me a ride. Now, I take my duties as your newsletter editor seriously, so I dutifully agreed to the twelve-minute ride from Battle Creek to Jackson. This was my first ride in an RV of any sort, and here are my observations. The cockpit has ample room for two. Despite my 6'2" height, the canopy did not make me feel claustrophobic. The plane is powerful and to borrow from Bob's observation mentioned above, she climbs like a homesick angel. She is so fast that approaches must be thought out in terms of time



to destination versus distance to destination. The fixed pitch prop does not help slow the plane very much, and the flaps cannot be extended above 100 mph, so approaches require some planning and brain-power. The flight controls are smooth yet responsive. The plane has electric trim for pitch (manual trim for roll) and it was easy enough to find a pleasant setting. The Grand Rapids EIS provides a lot of data and is so fun to play with that you need to remind yourself to look outside once in a while. Otherwise you are going to arrive at your destination before you realized you were flying at all. Finally, *Reina's* landings feel as soft as a pillow after a long day.

Now on to Annie's advice for buying a homebuilt:

Why not consider a homebuilt?

A much newer homebuilt can be obtained for less money than a newer production aircraft.

Labor costs are not usually considered in the selling price.

Most homebuilt aircraft have very modern equipment.

A used homebuilt can be flown immediately vs. spending years building one.

Before buying:

Do lots of research on various makes and models.

Study the market.

Review aircraft performance & safety history.

Set goals for desired aircraft characteristic (speed, load, size, range, etc.).

Look for aircraft that are a good match for the pilot's experience level.

Determine a budget & obtain financing.

Check for parts availability and if the aircraft is still supported by the kit manufacturer.

Make sure there is a local mechanic available to do the required maintenance.

Talk to other homebuilt pilots.

Join EAA (both local and national).

Be sure to have a place to keep the airplane.

Once the best make and model has been determined:

Check to make sure that adequate insurance is available for that make and model.

Try to look for aircraft for sale that are within a reasonable distance.

Compare the aircraft time, equipment and price among the available aircraft for sale.

Talk to the original builder if possible.

Look for an aircraft that has some flight time on it.

When a good aircraft has been located:

Have a qualified A&P do a pre-purchase inspection.

Verify the aircraft has complete logs and records.

Do a demo flight (with an experienced pilot) to check all systems and flight performance.

Purchasing the aircraft:

Do proper paperwork.

Title search.

Title insurance.

Purchase agreement.

Escrow account.

Aircraft bill of sale.

Aircraft registration.

Flying the aircraft:

Only allow a capable pilot to fly the plane home.

Receive a thorough check out from an experienced CFI.

Consider a liability waiver for carrying passengers if adequate insurance cannot be obtained.





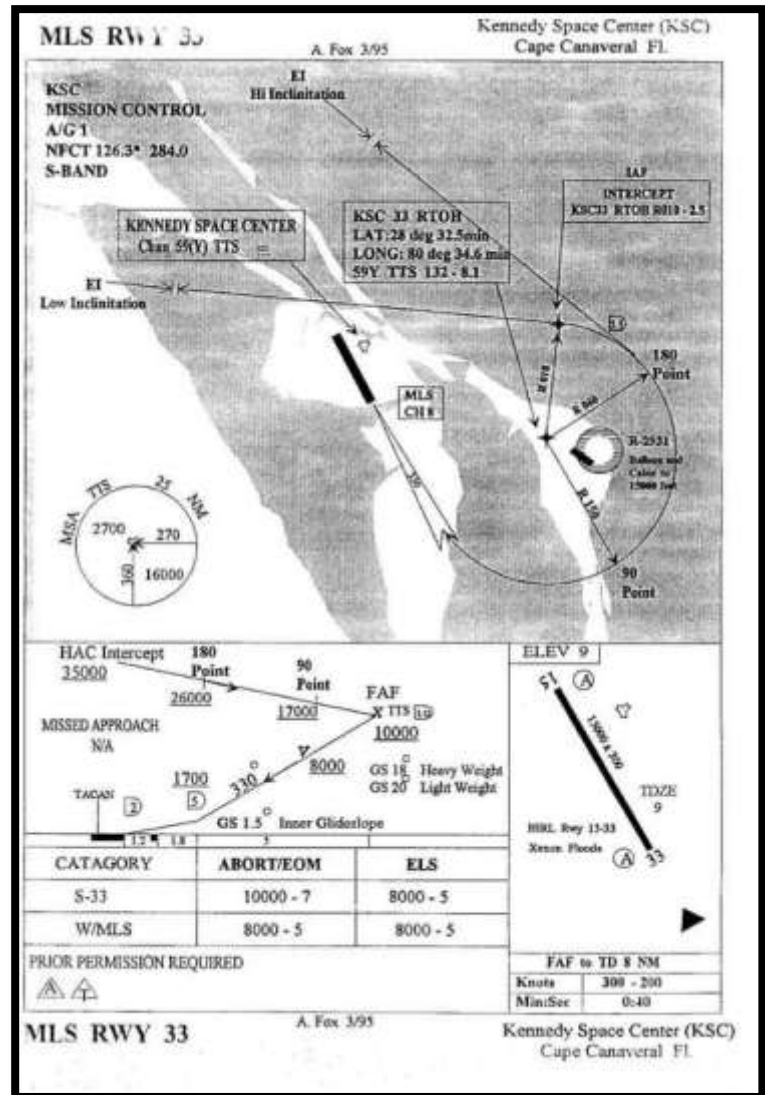
Dr. Peter Gustafson has made arrangements for our IMC Club to meet at the WMU Parkview Campus. This is a very nice surprise. Thank You Dr. Pete!

Unless otherwise stated, our IMC Club meetings will be held the second Tuesday of the month. They will start at 8:00 PM. The reason for the start time is parking. Metered parking is not enforced after 8:00 PM.

The campus is entered at the intersection of Drake & Parkview.

Park in the front of the building, in the metered parking. This parking will be on College Circle Drive. Do not park in the structures in the rear; it may result in a WMU parking violation.

The meeting will be in room(s) D-204/205. We will have someone at the door to direct people for the first few meetings.



Here is the approach plate for the Space Shuttle MLS RWY 33 approach into Kennedy Space Center. Note, at or above 10,000 feet 7 miles from the runway!

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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