



The CHAPTER 221 FLYER

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

April 2017

President's Message

Classified

Next Meeting



FOR SALE: 2-3 place fiberglass over plywood boat, 9ft. long with 71/2 H.P. Mercury motor (formally an air boat). Cover and trailer included. \$500 obo.

Wednesday, April 5, 2016

7:00 PM

AirZoo East Campus

Call Vic Schroeder @ 269-365-0397



FM-2 Wildcat

Young Eagles, Unique Aircraft 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

EAA 221 Newsletter Editor & Webmaster

ryan@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.

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Next Month...



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Hello Everyone,

Along with several other members of our chapter will be gone for our April meeting enjoying the warmth and sun of SUN'n FUN in Lakeland, Florida. The local weather report for Saturday looks good so I am planning on heading south then.

In my absence, Dave Hull will be heading up the meeting. He has some videos of interest that he is planning to show (if our antique chapter owned projector works for him) and will take you out to the AirZoo restoration area to show you the work being done on the various projects including his work on the radial engine that was pulled from the depths of Lake Michigan.

Looking forward to seeing you all again in May.

Bob Aardema

President, EAA Chapter 221

robert.aardema@wmich.edu



EAA Chapter 145
presents
Backcountry Airstrips
Jenison, MI
Saturday, April 8th, 10am to 12pm

WHAT:

You're invited to join EAA Chapter 145 and learn about a number of new back-country flying opportunities that are available to you!

Come and learn about two of Michigan's newest public access backcountry airstrips, North Fox Island and the Two Hearted River. Brad Frederick, of the Recreational Aviation Foundation (RAF) will provide an overview, photos and tips on flying to these beautiful airstrips. There will be cookies and coffee for all those in attendance.

We hope that you are able to join us for a morning of aviation fellowship and education!

WHERE:

Riverview Airport (08C)
805 Taylor Street
Jenison, MI 49428

CONTACT US:

Richard Foster, President of EAA Chapter 145
(616) 538-8849 or c172foster@gmail.com

“During takeoff roll, the left elevator began a large airplane nose-up movement (consistent with rotation) at an airspeed of about 152 knots and continued for five seconds to about 166 knots. There was no change in the airplane pitch attitude during this time.”

NTSB Issues Investigative Update on Rejected Takeoff, Runway Excursion

3/22/2017

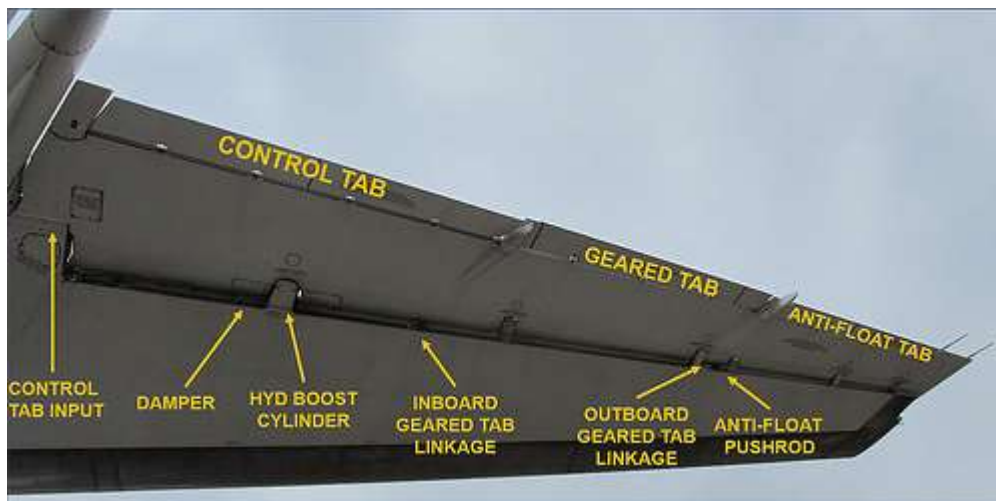
WASHINGTON (March 22, 2017) — The National Transportation Safety Board issued an investigative update for the March 8, 2017, [rejected takeoff and runway excursion](#) at Willow Run Airport, Ypsilanti, Michigan.

All 109 passengers and seven crewmembers evacuated Ameristar Air Cargo Inc., flight 9363 via escape slides after the Boeing MD-83 came to rest about 1,000 feet past the end of runway 23L. One passenger sustained a minor injury during the evacuation.

This update does not provide probable cause for the accident and does not contain analysis of information collected thus far in the NTSB’s ongoing investigation. As such, no conclusions regarding the cause of the incident should be made from this preliminary information.

The following facts are provided as an investigative update:

- Parties to the investigation include the Federal Aviation Administration, The Boeing Company and Ameristar Air Cargo, Inc.
- Both pilots held airline transport pilot certificates with DC-9-series type ratings (this rating includes the MD-83).
- The pilot-in-command, who was the Ameristar chief pilot, was in the right seat and was providing differences training to the captain, who was in the left seat and was the pilot flying the aircraft.
- The Ameristar chief pilot had 9,660 total flight hours, with 2,462 hours in DC 9 series airplanes. The captain (flying pilot) had 15,518 total flight hours, with 8,495 hours in DC-9-series airplanes.



(In this NTSB graphic, one of two elevators of the MD-83 involved in the March 8, 2017, rejected takeoff and runway excursion at Willow Run Airport, Ypsilanti, Michigan, is diagrammed. The elevators are the primary means of controlling the airplane’s pitch.)

- Post-accident examination revealed movement of the control column in the cockpit appeared normal; the control columns were free to move, and the elevator control tabs moved as commanded. However, when investigators tried to move the elevator surfaces by hand, the left elevator moved normally, but the right elevator was jammed in a trailing edge-down position (airplane nose down). Upon further inspection, the right elevator geared tab inboard pushrod linkage was found damaged which restricted movement of the right elevator surface but allowed movement of the control tab. After the damaged components were removed, the elevator could be moved by hand.



(This March 10, 2017, NTSB image depicts the displaced inboard elevator geared tab linkage, highlighted by the arrow, from Ameristar Air Cargo Inc., flight 9363. The red piece of metal is included in the image for reference only as it is not part of the elevator system).

- Examination of the flight data recorder data indicates that during the taxi and take-off roll, the left elevator moved normally, but the right elevator did not move. During takeoff roll, the left elevator began a large airplane nose-up movement (consistent with rotation) at an airspeed of about 152 knots and continued for five seconds to about 166 knots. There was no change in the airplane pitch attitude during this time. The airplane data then are consistent with the takeoff being rejected. The maximum recorded airspeed was about 173 knots.
- Review of previous flight data showed normal movement of both the left and right elevator surfaces. The airplane flew to Ypsilanti two days before the accident.
- The flight and cabin crewmembers indicated in post-accident statements that all slides except for the forward right door deployed correctly. The slide was removed from the airplane and will be examined by investigators at a future date.

No further updates are planned for this investigation. The docket for the investigation will be opened to the public prior to release of the final report. NTSB investigations generally take 12 to 18 months to complete.

Events for May 2017*:

Dawn Patrol: **Napoleon Airport** (3NP), Napoleon
 Date: May 14, 2017
 Time: 07:00 AM - 11:00 AM
 Description: Fly-in

Dawn Patrol: **Linden Price Airport** (9G2) Linden,
 MI Wings & Wheels Fly-in
 Date: May 20, 2017
 Time: 07:00 AM - 12:00 PM

Dawn Patrol: **Dupont - Lapeer Airport** (D95), La-
 peer, MI
 Date: May 20, 2017
 Time: 07:30 AM - 11:30 AM
 Description: Fly-in

Dawn Patrol: **Torchport Airpark** (59M) Eastport,
 MI Fly-In
 Date: May 21, 2017
 Time: 08:00 AM - 12:00 PM
 Description: Dawn Patrol and Car Show

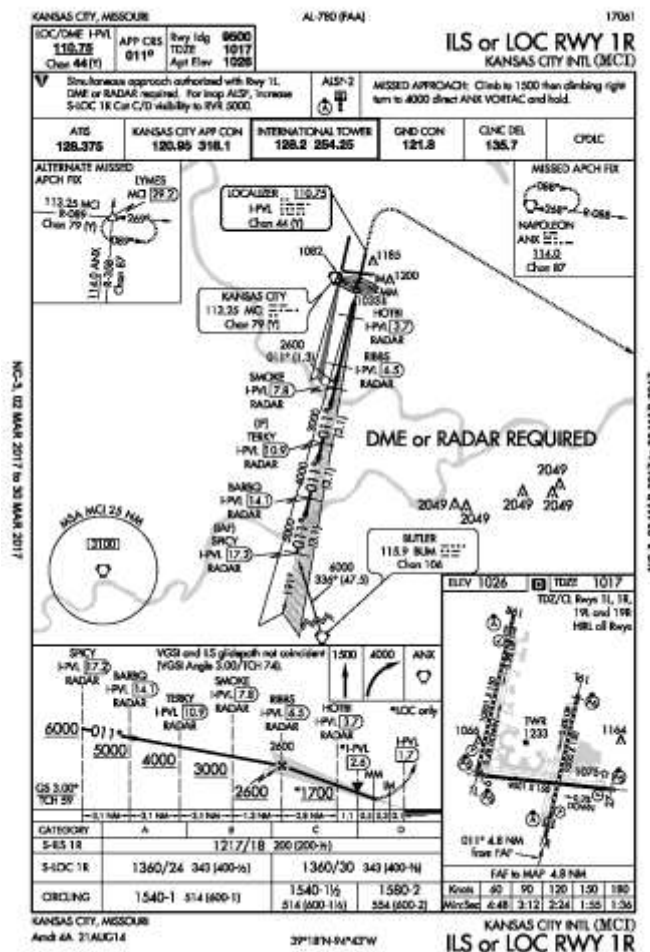
Dawn Patrol: **Fremont Municipal Airport** (FFX)
 Fremont, MI Fly-in Breakfast
 Date: May 27, 2017
 Time: 09:00 AM - 01:00 PM
 Description: Memorial Day Weekend Annual Fly-
 In & Breakfast

Dawn Patrol: **Home Acres Sky Ranch** (Y91) Lake
 City, MI
 Date: May 28, 2017
 Time: 07:00 AM - 11:00 AM
 Description: Pancake Breakfast

Dawn Patrol: **Jackson County-Reynolds Field**
 (JXN) Jackson, MI Fly-In
 Date: May 28, 2017
 Time: 07:00 AM - 12:00 PM
 Description: Annual Pancake Breakfast Fly-In

*The only April event on the MDOT calendar is
 the Riverview Airport Event (08C). See Page 2,
 above.

Humorous Plate of the month:



ILS 1R Kansas City Intl. (MCI)

Note fixes:

- SPCY
- BARBQ
- TERKY
- SMOKE
- RIBBS
- HOTBI

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