



The CHAPTER 221 FLYER

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

November 2016

President's Message



Hello Everyone.

Welcome to Fall! Well I guess it might also be called autumn, but Fall is much more descriptive. Yesterday with a nice breeze blowing the leaves were falling like rain. For our November meeting we will be visiting the Aircraft Rescue and Firefighting Trainer at its hangar/garage located on the Battle Creek Airport. No meeting at the Air Zoo in November. Bob Shane, one of our chapter members has invited us over see a very unique piece of equipment that provides realistic aircraft fire training to firefighters throughout the U. S. and Canada. Bob will talk about the history of the trainer and how he maintains it. Joe Teixeira from Kellogg Community College will also be there talk about the training program.

The following is a description of the program that I found on the KCC website:

Kellogg Community College manages and operates a mobile Aircraft Rescue and Firefighting (ARFF) trainer that follows and complies with the FAA Advisory Circular 5210-17 for safe ARFF training. KCC's ARFF Program provides both classroom and hands-on training required under FAA Part 139 for airports meeting their annual FAA "hot drill" training requirements. The current ARFF course can meet the annual training requirements for Index A-E airports. Every third year, the index C-E must train at a fixed facility. Utilizing the KCC mobile trainer saves valuable time and money by eliminating travel expenses and enabling your personnel to train using their own equipment. The simulator uses safe, controllable, environmentally acceptable propane fuel to provide a variety of realistic aircraft fire scenarios

More information can be found at <http://www.kellogg.edu/business-industry/arff/>

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Bob Aardema
President, EAA Chapter 221
robert.aardema@wmich.edu

Next Meeting

Wednesday, November 2, 2016

7:00 PM

16101 E Airport Rd, Battle Creek, MI 49015



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
EAA 221 Newsletter Editor & Webmaster
rryan@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.*

President's Message, continued.

The trainer and meeting location address is 2582 E. Airport Rd. E. Airport Rd is on the southeast side of Kellogg Field, and runs west off Helmer Rd.

Here are Bob Shane's directions:

Eastbound 94 to exit 92.

Head north towards Battle Creek on W. Columbia Ave.

Make a right turn at the first traffic light which continues to be W. Columbia Ave. (Do not continue straight thru the light as it becomes Skyline Dr.)

Stay on W. Columbia Ave. until you reach the 2nd traffic light at the bottom of the hill (you will see Meijers on the right) and make a left on to Helmer Rd.

Take a left at the next street which is E. Airport Rd. (there is a small cemetery on the left before E. Airport Rd.)

Follow E. Airport Rd. to the very end. There is only one bldg. at the dead end street and that houses the trainer.

Or you could take I-94 exit 95, Helmer Rd and head straight north.

See you soon,

Bob Aardema, EAA Chapter 221 President

FAA Update



Winter is coming...

On October 1, 2016 airports in the United States began using new reporting terminology to describe contaminated paved runways in both Field Condition Notices to Airmen (FICON NOTAMs) and on Automatic Terminal Information Service (ATIS) messages per the *Takeoff and Landing Performance Assessment (TALPA)* initiative.

Under TALPA, Mu (friction) values are no longer provided to pilots. Instead, a three-digit Runway Condition Code (RwyCC) is assigned to paved runways whose surfaces are more than 25% covered by: water, frost, snow, slush, and/or ice. Similar to Mu values, a RwyCC is assigned to each third of a contaminated runway (i.e. touchdown, midpoint, and rollout).

Pilot braking action reports will continue to be solicited and will be used in assessing braking performance. Effective October 1, 2016, the terminology "Fair" will be replaced by "Medium" and pilot braking action reports will now describe conditions as Good, Good to Medium, Medium, Medium to Poor, or NIL. This will harmonize the NAS with ICAO standards.

Additionally, it will no longer be acceptable for a federally obligated airport to report a NIL braking action condition. NIL conditions on any surface require the

closure of that surface. These surfaces will not be opened until the airport operator is satisfied that the NIL braking condition no longer exists.

Assessment Criteria		Control/Braking Assessment Criteria	
Runway Condition Description	RwyCC	Deceleration or Directional Control Observation	Pilot Reported Braking Action
<ul style="list-style-type: none"> Dry 	6	---	---
<ul style="list-style-type: none"> Frost Wet (Includes damp and 1/8 inch depth or less of water) <i>1/8 inch (3mm) depth or less of:</i> <ul style="list-style-type: none"> Slush Dry Snow Wet Snow 	5	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
<i>-15°C and Colder outside air temperature:</i> <ul style="list-style-type: none"> Compacted Snow 	4	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
<ul style="list-style-type: none"> Slippery When Wet (wet runway) Dry Snow or Wet Snow (any depth) over Compacted Snow <i>Greater than 1/8 inch (3 mm) depth of:</i> <ul style="list-style-type: none"> Dry Snow Wet Snow <i>Warmer than -15°C outside air temperature:</i> <ul style="list-style-type: none"> Compacted Snow 	3	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
<i>Greater than 1/8 inch(3 mm) depth of:</i> <ul style="list-style-type: none"> Water Slush 	2	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
<ul style="list-style-type: none"> Ice 	1	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
<ul style="list-style-type: none"> Wet Ice Slush over Ice Water over Compacted Snow Dry Snow or Wet Snow over Ice 	0	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

BOB HOOVER, LEGENDARY PILOT, DIES AT AGE 94



October 25, 2016 - Bob Hoover, often called “the pilot’s pilot” and an aviator whose career spanned 70-plus years and nearly every facet of aviation, died on Tuesday at age 94.

Hoover was an annual visitor to EAA AirVenture Oshkosh, including in 2016, where a one-of-a-kind Ford Mustang painted in colors of his iconic P-51 *Ole Yeller* was auctioned at EAA’s Gathering of Eagles fundraiser.

“We lost a true, one-of-a-kind aviation hero today,” said EAA CEO and Chairman Jack Pelton. “We all knew of Bob’s incredible aviation career and witnessed his unmatched flying skills. It was Bob Hoover as a person that also made him legendary. He was a true gentleman and unfailingly gracious and generous, as well as a true friend of EAA through the years. We can only hope to use his lifelong example as a pilot and a person as a standard for all of us to achieve.”

The aviation career of Bob Hoover had a nearly storybook quality to it – a story that was often a mix of thriller and adventure. After working at a Nashville grocery store to pay for flight lessons as a teenager and teaching himself aerobatics, Hoover entered the Tennessee National Guard and eventually was sent to Army Pilot Training School. In World War II, Hoover talked his way out of test pilot duty into combat missions, where he eventually was shot down, captured, and escaped from a German prisoner of war camp.

As a test pilot following the war, he flew a variety of aircraft and was Chuck Yeager’s backup and chase pilot during

the eventually successful attempts to fly faster than the speed of sound. He set numerous aviation records and his long association with North American Aviation and Rockwell International allowed him to test many aircraft, ranging from the T-28 trainer to the F-100 jet.

Many EAA members and air show fans knew Hoover from his impeccable air show performances in the P-51 as well as in the Shrike Commander, where he would showcase his energy management sequence without engine power. His flying skills allowed him to pour himself a cup tea while flying a complete roll in that aircraft.

Hoover also won a lengthy battle against the FAA in the 1990s, when he fought against the revocation of his medical certificate. His flying career was documented in the 2014 documentary *Flying the Feathered Edge*, which was first shown to an invitation-only audience at EAA AirVenture Oshkosh 2014.

A 1988 inductee to the [National Aviation Hall of Fame](#), Hoover also received numerous awards throughout this life. That included the Freedom of Flight Award, EAA’s highest honor, in 2011.

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Control Click the image below for the video.



Chapter 221

www.eaa221.org

Supporting the recreational builder/flyer with technical, social, and political news to promote flying safety and enjoyment:

President	Bob Aardema	372-1965	robert.aardema@wmich.edu
Vice President	Kevin Mazer	649-4957	kevinmazer@gmail.com
Treasurer	Dave Hull	323-2669	davhull@sbcglobal.net
Secretary	Conrad Kraft	345-1926	mo75fa@yahoo.com
Newsletter Editor	Ron Ryan	267-0496	rryan@lewisreedallen.com



Vacant



Bob Aardema **372-1965** robert.aardema@wmich.edu

Terry Brokaw **279-7197** terrybrokaw@gmail.com



John Amundson **731-5135** jamund1009@aol.com

VOLUNTEER SAFETY PILOTS:

Terry Brokaw	(h) 279-7197	terrybrokaw@gmail.com
Brian Eckstein	(h) 624-6719	eckstein@net-link.net
Barb Goodwin	(h) 375-9399	b19977@chartermi.net
(Available for Wings hours, BFRs and Flight Instruction)		
Charles Martell	(h) 343-6972	cmartell@net-link.net
Andy Millin	(h) 685-1643 (w) 345-2564	amillin@sbcglobal.net
Eric Schlanser	(h) 637-3949	eschlanzer@yahoo.com

Articles are solicited from all members. Please contact Ron Ryan, or mail articles or news to rryan@lewisreedallen.com



5585 Collingwood Ave.
Kalamazoo, MI 49004