

# Illinois Valley Beacon

December 1994

Volume 1 Issue 12

## CHRISTMAS LUNCHEON

The first Saturday of the month breakfast will be a "Brunch", as our annual Chapter Christmas Luncheon will be held this Saturday, December 3, 1994 at the Cater Inn, 1224 W. Pioneer Parkway, Peoria, starting at 11:30 am.

NASA Astronaut Steve Nagel of Canton is our featured speaker. This should be an interesting and fun time! See you there!

## LAST MONTH

We met at Leisure Acres Club House on Wednesday, November 9th at 7:30 p.m. This was our annual organizational meeting. Chapter Officers were elected to serve for the coming year. All current Officers agreed to continue serving in their present positions and were re-elected.

In addition, during his visit to Oshkosh last summer Al Phipps learned that some Chapters elect At-Large members to serve on the Board. He suggested that this would be a way to encourage greater involvement in Chapter affairs. The membership agreed and Morrie Caudill and Scot Decker were elected as Chapter Officers to fill the positions of At-Large Board Members.

During the November meeting we also appointed individuals as Flight Advisors. They are Jim Hannemann, Sam Sisk and Ron Wright.

The Flight Advisor Program is designed to promote pilot safety for all pilots transitioning into unfamiliar aircraft.

Chapter Flight Advisors work with pilots and

*Continued on Page 2*

## TRIP TO KERRVILLE

by Brian Briggerman

In September Morrie Caudill and I flew my Mooney to Kerrville, Texas to the Mooney Aircraft Pilots Association Homecoming. The Homecoming is sponsored by the MAPA organization and is held in Kerrville because the Mooney factory is there.

The get together consists of safety and maintenance sessions and is supported by the factory. Factory tours are offered each day and a display of all the current production airplanes are shown and flown for prospective customers. Approximately sixty Mooneys were there with several hundred people in attendance.

Morrie and I made the trip in seven flying hours stopping in McAlester, OK. for fuel. The last one hundred miles were interesting as there were thunder storms in the area. I got some good use out of my Strikefinder, without it I would have landed short of our destination.

Upon landing we were whisked to our hotel in a van provided by the Association. The first evening a reception was hosted by vendors who came to hawk their wares. Attending were Lycoming, Continental, several Mooney repair shops and modification centers, Falcon Insurance, Hartzell and McCauley propellers, Il Morrow and Terra Electronics to name a few. The modifiers do the most business, as everyone wants to go faster and look sharper. One fellow did get a Strikefinder installed while he was there and several others had their propellers balanced.

On day two we toured the factory and since it was Morrie's first trip, I got a much better insight into some of the manufacturing techniques I had not gotten before. Morrie has a lot of knowledge of manufacturing and metallurgy.

Mooney just raised production from five airplanes a month to seven. So you can see they are not staying in business

***The new Mooney Ovation is selling well!***

### inside...

Profile....Scot Decker	page 2
Calendar	page 2
For Sale	page 3
Airworthiness Alerts	page 5
Mountain Flying	page 6

## PROFILE... SCOT DECKER

by Joe Rex

Scot Decker, EAA 440036, earned his private certificate in his dad's Cessna 170 in 1977. Prior to that, he had begun his flight training in the 170 through solo, then continued training in his 1941 Aeronca. He had to get a special sign off from his flight instructor at Waddell Airport so he could fly the airplane from its base at Wernsman International to Waddell for his lessons.

After high school, Scot attended Parks College in St. Louis, earning his A&P Certificate, as well as a degree in Aircraft Maintenance Management. He was helped financially through a scholarship from the Woodford County Pilots Association.

After graduation, Scot joined the Air Force and went to Officer's Training School in Texas. As 2nd Lieutenant Decker, Scot was assigned to Vance AFB in Oklahoma to begin flight training, Air Force style. In the next 11 months he became proficient in both the T-37 and the T-38. Then Scot spent the next 4 years at Mather AFB in California, training future navigators in the T-37.

In December 1989, Scot began lead-in fighter training at Holloman AFB in New Mexico in the AT-38. Next he went to Luke AFB in Phoenix, where he trained in the F-15E. After completing his fighter training, Scot was assigned to Seymour Johnson AFB in North Carolina. He spent all of the next 2 years there, except for 3 months which he spent in Saudi Arabia, flying combat air patrols, as operation Desert Storm was concluding.

In July 1992, Scot separated from the Air Force and returned to his East Peoria home. In December 1993 he was hired by the Peoria Fire Department, where he is currently employed. Scot and his wife, Lynette, live in Peoria. He still owns that 1941 Aeronca, along with a Pitts restoration project.

builders who are about to fly a new aircraft for the first time. The Flight Advisors goal is to help pilots continue the high level of safety standards we currently enjoy in the building, restoring and on going maintenance of our aircraft.

After the business meeting there was a social hour with refreshments and a video of "Oshkosh '94" was shown.

## NEXT MEETING

We will meet at Leisure Acres Club House on Wednesday, January 11th at 7:30 p.m. Details concerning next months agenda will appear in the January newsletter.

## CALENDAR

### DECEMBER 3rd - PEORIA, ILLINOIS

EAA Chapter 563's Annual Christmas Luncheon will be held at the Cater Inn, 1224 W. Pioneer Parkway, from 11:30 am until 2:30 PM. NASA Astronaut Steve Nagel is the featured speaker. Reservations are \$13.50 per person. Contact: Dave Cook at 682-6074, Al Phipps at 693-2943 or Sam Sisk at 243-5729.

### JANUARY 1st - WARSAW, INDIANA

EAA Chapter 938, Third Annual Hangar Party and Fly-In at Warsaw Airport, 11 a.m. - 2 p.m. Contact: Larry Lamp, 219/453-4364.

### JANUARY 15th - WAUSAU, WISCONSIN

WAPA Ski Fly-In. Contact: 715/842-7814.

### FEBRUARY 18th - MINNEAPOLIS, MINNESOTA


1995 Minnesota Sport Aviation Conference. Contact: 612/296-8202.

### MARCH 1st and 2nd - ROMEOVILLE, ILLINOIS

## CALENDAR

Illinois General Aviation Exhibit/Maintenance Seminar, 21st annual event at Harold E. White Aviation Center on Lewis University main campus, Route 53. Free attendance. Co-sponsored by the Illinois Department of

(Continued on page 3)



**JET ACTION**

WITH

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(Continued from page 2)

Transportation, Division of Aeronautics; U.S. Department of Transportation - Federal Aviation Administration; Lewis University; and the Professional Aircraft Maintenance Association. Contact: 312, 708 or 815/838-0500, ext. 434.

#### MARCH 4th - CAHOKIA, ILLINOIS

14th annual Illinois Ultralight Safety Seminar at Parks College. Co-sponsored by the Illinois Department of Transportation Division of Aeronautics and the Illinois Ultralight Advisory Council.

#### MARCH 18th - STEVENS POINT, WISCONSIN

2nd annual Wisconsin Ultralight Safety Seminar at Holiday Inn Holidome. Co-sponsored by the Wisconsin Bureau of Aeronautics and the Wisconsin Ultralight Council.

#### MARCH 20th - DAYTON, OHIO

EAA Day at the U.S. Air Force Museum. Contact: Mark S. Waxman at 216/382-0781.

#### APRIL 9th thru 15th - LAKE LAND, FLORIDA

Sun'n Fun '95 at Lakeland Linder Regional Airport. Contact: 813/644-2431.

#### JUNE 24th and 25th - GREELEY, COLORADO

17TH Annual EAA Rocky Mountain Regional Fly-In/Airshow. Contact: 303/798-6086.

#### JULY 5th thru 9th - ARLINGTON, WASHINGTON

26TH Annual Northwest EAA Fly-In/Sport Aviation Convention. Contact: 206/435-5857.

#### JULY 27th thru AUGUST 2nd - OSHKOSH, WISCONSIN

43rd Annual EAA Fly-In and Sport Aviation Convention. Wittman Regional Airport. Contact: John Burton, EAA, P.O. Box 3086, Oshkosh, WI 54903-3086, 414/426-4800.

#### SEPT 16th and 17th - STERLING/ROCK FALLS, IL.

Ninth Annual North Central "Old Fashioned" EAA Regional Fly-In at Whiteside County Airport. The Fly-In

will feature Workshops, forums, exhibits, a large swap area and more. Camping will be available on the field. There is a pancake breakfast on Sunday morning. Chapter 563 is one of the sponsoring Chapters for this event. Contact: Gregg Erikson, 708/513-0641 or Dave Christianson, 815/625-6556.

## FOR SALE

2180 CC (70 hp) GREAT PLAINS VW Engine. Ellison Throttle Body Carb, Carb and Cabin Heat/Defrost Systems, Tuned Dual KR2 Exhaust, Alternator and Starter, Remote oil Filter and Cooler. 2 Props, 43.5 Total Time. Engine Only — \$2,300 (New Cost Now \$4,738), Engine and all Accessories — \$3,000 (New Cost Over \$6,200), Firewall Forward for Zenair 701 — \$3,500 (New Cost \$6,900). I am switching to a 2 cycle engine and reduction drive. Contact: Dick Baner, 467-3208.

#### MONI N240A

Wing Span 27'6", Length 14'8", Wing Area 75 sq. ft., Empty Weight 292 lbs. with spoiler installation and 19 lbs ballast to satisfy CG limits with 190 lb. pilot, Gross Weight 560 lbs., Useful Load 240 lbs., Cockpit will accommodate a 6'4", 235 lb. pilot, Engine KFM 107, 2 cyl., 22 hp., electric start, Fuel Capacity 4 gal., Endurance (full throttle) 2 hrs., Top Speed (sea level) 120 m.p.h., Range at 80 m.p.h. (economy cruise) 320 miles, Rate of Climb 500 ft./min., Take Off Distance (turf) 400 ft., Stall 38 m.p.h., Cruising Speed 75% (sea level) 110 m.p.h., Design Limits +6, -4g's, Construction All aluminum bonded and riveted. \$5,500 with trailer, standard instruments plus CHT, EGT, Digital Tach, Varo. Contact, W. D. Allen, 5101 Clifton Terrace, Godfrey, IL 62035, Phone 618/466-2188.

1946 BC12D TAYLORCRAFT — \$8,200. Contact: Bloomington, IL. 309/827-5631.

(Continued from page 6)

## COLORADO ROCKIES

The "DO'S" included having a fuel reserve minimum of at least one hour on landing, file flight plans with reporting points, having the latest weather reports, approach mountain passes at an angle of 45 degrees to permit a turn away from the mountain if altitude was not sufficient and have a minimum of 1000 feet ground clearance while crossing a pass. All flying was by pilotage using the compass and clock to verify your position.

The clouds had dissipated and about 3:00 p.m. Pike's Peak was visible. A call to Centennial approach told me to enter down wind for runway 36 left and contact tower. Tower said I was number four, cleared to land. Shades of Oshkosh.

A telephone call brought Vern Foster, my instructor with the Colorado Pilots Association, to the airport for our preflight briefing. Our plan was to leave Centennial at 7:00am the next morning. We would fly around the west side of the Denver, cross over Corona Pass above 11,671 MSL and make landings at Kremmling, 7411 MSL; Glenwood Springs, 5916 MSL; Aspen, 7815 MSL; and Leadville, 9927 MSL before returning to Centennial, 5883 MSL. Best rates of climb were calculated for altitudes of 8000, 10000 and 12000 MSL. Expected Density altitudes were determined for each of the airports and landing and take off distances determined. At Leadville the take off distance was 3 1/2 times that requires for standard sea level conditions.

The next morning found us at the local FSS getting a weather briefing. Generally the weather was good, clouds were high, winds were low, but both Kremmling and Glenwood Springs had 400 foot ceilings due to valley fog. We waited an hour for the fog to lift, but no change. We decided to reverse the original flight plan and go to Leadville first. A new flight plan was filed.

The fuel tanks were filled to 40 gallons and then Vern asked about my survival gear. I had a light jacket, a pint of water and a flashlight. He then produced two heavy coats, two quarts of water and some high energy food bars. The idea was to provide a two day supply of necessary items.

All ground taxi was done with a lean fuel mixture to prevent lead fouling of the spark plugs. During run up, the mixture was set to provide maximum manifold pressure and this setting was maintained during take off. A southerly departure and at the best rate of climb for 30 miles had us at 10,500 MSL. A turn to the Southwest and we were soon over the mountains. Our first reporting point was Chessemann Lake. Meanwhile, Vern kept me busy by asking me to locate areas that would be suitable if a forced landing were required. It was surprising to me that most valleys had clearings where a forced landing could be made. A landing in the trees was the worst option. At Buena Vista, we turned to the Northwest and followed the valley to Leadville. To our west were the

Collegiate Peaks, all with tops over 14,000 MSL. An over flight of the field indicated all was in order and we entered our down wind for landing. Approach and descent were at normal settings, the difference being that the ground speed was about 10 mph faster. The big event here is the presentation of the "Certificate of Pilotage" stating that I "had navigated the airways of the Rocky Mountains and flown to North America's highest airport."

After taking on fuel and a "no flaps" take off, we continued north up the valley near the Vail ski area, then west over Eagle, then south west towards Aspen. The valley approaching Aspen was relatively narrow, a mile wide, so you kept to the right side and watched for traffic coming down the valley. Also this runway is single ended. You land coming up the valley and take off going down the valley. We were number 3 for takeoff. We flew down the valley to the Northwest and continued on to Glenwood Springs. The fog had lifted and it was a nice clear day. On approach I could see at the end of the runway was a creek with trees. Vern said to get lower and slower, but since I was flying, we went a little lower and a little slower and touched down just past the numbers. That was close enough for me.

After refueling and a call to the FSS, we were on our way north east towards Rifle. A call to Rifle tower let them know we were overhead at 10,500 MSL. A business jet was preparing to depart and after about 10 minutes the tower asked us for a position report. I did not know, so I let Glen answer. The jet was clear of our position, so we continued on over the mountain ridge to Kremmling. This airport was unattended and the winds were calm, so we did a 180 and departed back down the runway. The temperature was around 90 degrees, so we had a long ground run due to the high density altitude. We were in a steady climb, East bound for Corona Pass. After about 35 minutes, we reached the pass and were at 13,500 MSL. It was all down hill the rest of the way. We started our decent, crossed over Lookout Mountain and soon touched down at Centennial.

In retrospect, it was a much easier flight than I had anticipated. However, without Glen I would have been lost, but I did enjoy it and would recommend it as a fun learning experience.

Later at the Cardinal Convention, I saw an FAA video that a pilot had taken in his Cessna. The camera was mounted such that it looked through the wind shield and could operate continuously.

## COLORADO ROCKIES

As he was flying, you could see the trees on the mountain ridge come closer each time he crossed a ridge. Then suddenly, the trees filled the whole picture, a turn was started and the plane impacted the ground. The plane and pilot were found about two months later along with the video tape. On investigation, it was found that the plane was over gross and the final turn was towards the mountain rather than away from it.

(Continued from page 1)

## KERRVILLE

with that low of a production rate, they are contracting to aerospace companies such as McDonald/Douglas, Boeing and Lockheed. Mooney builds components for larger contractors, to take up the slack in the aircraft market.

The new Mooney Ovation is selling so well they are sold out to early 1995 delivery dates. The Ovation is the latest Mooney and was certified earlier this year. The evening event for day two was a barbecue held in one of the factory hangars. The employees of Mooney were invited, so it was great to talk to the people that build the planes we fly.

Days three and four were spent in seminar sessions on the care, feeding and flying Mooney aircraft. Mooney has a good safety record and a lot of it is due to sessions like this. Safe flying and maintenance techniques are discussed and one-on-one conversations with other owners reinforce the information. I attended sessions on pre 201 maintenance, mountain flying, a factory maintenance session, propeller care, aircraft refinishing and a session on current market trends and pricing for used Mooneys.

The final session was a presentation by the president of Mooney Aircraft on the state of the company, future plans and the parts situation.

The evening of the third day there was an ice cream social like no other. I am an ice cream-a-holic and always pig out. It was very popular, so I must not be the only one.

On the final evening there was a coat and tie banquet. This year the speaker was Alexander Zuyev, a Russian fighter pilot who defected to Turkey in 1989. He told an incredible story of his escape and the planning that went into it. He also has a great love for this country and is very vocal about it. He has been working for the U.S government since coming to this country and was a great help during the Gulf war.

The next morning we came home in severe clear, thank the Lord, as I am not a weather pilot. The trip home was uneventful except for the ever present head wind. The total flight time for the trip was fourteen and one-half hours.



## GENERAL AVIATION AIRWORTHINESS ALERTS

Provided by Chapter Technical Advisor Al Lurie

### **Teledyne Continental Model O-200A, Rocker Arm Shaft Retainer Boss Failure.**

This engine was installed in a Cessna 150L aircraft. The pilot reported hearing a "loud bang" during level flight followed by severe engine vibration. A successful off-airport landing was made.

When the cowlings were removed, the number 1 cylinder rocker box cover was found distorted. It appeared the distortion originated inside the cover as it was dented outward. When the cover was removed, the outer and middle rocker arm shaft bosses were found broken from the cylinder head. This allowed the rocker arm shaft to fall away from the exhaust valve. The exhaust valve was not binding or seized. The available evidence indicated the outer exhaust boss had been cracked for some time prior to complete failure. This was indicated by the distinct discoloration of the metal surface of the broken material. The submitter suggested a critical inspection of this area each time the rocker cover is removed. Part total time — 968 hours.

### **Emergency Locator Transmitter, Leigh Model Sharc 7.**

This ELT was installed in a Cessna Model 182 aircraft. During an annual inspection in April 1994, the ELT battery pack exploded. It was found that a single battery in the pack was responsible for the explosion. The ELT case was ruptured and battery material was distributed in approximately a 180-degree arc inside the tail cone. This battery pack had been installed during an annual inspection in April 1993. No cause for the explosion was given by the submitter. The battery pack was returned to the manufacturer for evaluation and their report has not been received at this time. Part total time — 1 year.

# MOUNTAIN FLYING IN THE COLORADO ROCKIES by David Cook

It was an early August morning when I left Peoria. I climbed through a cloud deck and was VFR on top at 6000 MSL, west bound. My thoughts turned to the Mountain Flying Ground School I had attended. The theme had been, Fly Smart-Fly Safely.

The "DON'TS" included: Don't fly at night; Don't fly in IFR conditions; Don't fly if the winds aloft exceed 30 knots at the mountain tops; Don't take off unless gross weight is a least 10% less than the certified gross weight and the CG is within limits.

*Continued on Page 4*

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**Page 4**

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**inside...**

**TRIP TO KERRVILLE**

**PROFILE.....SCOT DECKER**

**AIRWORTHINESS ALERTS**

**CHRISTMAS LUNCHEON**