

Illinois Valley Beacon

April 1995

Volume 2 Issue 4

Breakfast

Saturday, April 1st at **Wernsman's** Family Restaurant on Route 116 in Germantown Hills, beginning around 8:00 AM. See you there!

April

Next month we will meet at Leisure Acres Club House on Wednesday, April 12th at 7:30 p.m. This will be our annual "Projects Night". This is similar to show and tell when you were in school. If you are building an aircraft, bring the largest piece that is easily transportable and show us what you are doing.

Last Month

We met at Leisure Acres Club House on Wednesday, March 8th. at 7:30 p.m. Terry Kelley of Galesburg gave a slide presentation and described how he and his business partner salvaged a T-18 twin Beech from out of the ice in Greenland.

His partner had been flying the aircraft when cold temperatures caused the oil in one of the engines to congeal. He was unable to maintain enough altitude on one engine to make it over the mountains.

A gear up emergency landing was made with only superficial skin damage and one bent prop.

(Continued on page 2)

BI-PLANES and BLUE SKIES

by Scot Decker

Those four words are enough to make any aviation enthusiasts hear race. Well, I know mine did when I was the notice stating: Great Lakes Bi-plane, Dual Instruction/Rental. Being of sound mind and body, I dutifully showed up at Mt. Hawley with greenbacks in hand! I must confess that at the time I had a bad case of the "Aviation Bug". I was young, living at home and working ie Money! No car payments ie none to nil financial responsibilities and more disposable income than a teenager should be allowed! If only I had those problems today!!

I remember a bright red, white and blue Bi-Plane and a warm blue sky waiting to be shred by whistling flying wires. I took the front seat as we fired up the ship and blasted into the blue with our goggles secure and the wind in our face. I immediately experienced a warm, fuzzy feeling too difficult to explain in complete detail!

"I Wasn't Flying!"

We looped and rolled and did many other fun things, well worth the money I had been so eager to forfeit! The last portion of the flight was spent just Northeast of the field in some tight pylon turns that would make a Flight Examiner proud. We were in a 60-70 degree, 2 1/2 G left spiral over a serene wooded area. I personally began losing interest after about the 4th or 5th pylon turn! As the trees became identifiable by leaf shape, the words of my first instructor came back into memory saying "never fly a plane into a position where if the noise quits you can't make a suitable emergency area!

The excitement of the flight was quickly turning to frustration. I did pay for the flight hour and now I'm watching HIM FLY ME into a place I'd rather not be! I promptly tapped the rear seaters leg to gain his attention! He had been peering over the left side of his cockpit, as if looking for something at the point we were circling. After I gained his attention, I vigorously gestured over my shoulder in the general direction of the field, so as to leave no doubt of my desire to return thereof!! The plane crisply entered a wings level climb back to the field.

While walking back to the FBO the instructor advised me that it wasn't a real good idea for me to be flying so low over the wooded area because I'd have no place to land if the

inside...

| | |
|-----------------------------|--------|
| Profile.... Joe Rex | page 2 |
| Lycoming 0-235 AD | page 2 |
| Aircraft & Pilot Check List | page 2 |
| Van Mieghe's Kitfox | page 3 |
| Calendar | page 3 |

PROFILE.... Joe Rex

by Ron Wright

Joe Rex has been interested in flying and airplanes as long as he can remember. He attributes his early interest in aviation to the stories his dad told him about his WWII flying days in B-17's.

Joe got his first airplane ride, which he earned by signing up new subscribers on his paper route, when he was thirteen years old, and he was hooked forever.

In 1970, at the age of 15, he began taking flying lessons at Mt. Hawley. By now he had a bigger paper route which paid him the handsome sum of \$25 per week. This just happened to be the cost of one hour of dual in a trusty Cessna 150. When he soloed a few weeks after his 16th birthday, his dad had to drive him to the airport. He didn't have his drivers license yet. The next year, again a few weeks after his birthday, and with the patient instruction of Mt. Hawley's Ace flight instructor Sam Sisk, Joe received his private license.

Joe worked on the line at Mt. Hawley for a couple of years after graduating from high school, more for the free flying than the great pay.

In 1974 he went to work for United Parcel Service, where he is employed as a driver. While being nearsighted may have prevented his planned career as a commercial pilot, it never took away his love for flying.

Joe is currently building an RV-4 in his garage. The only thing that has really changed from when he was 15 years old is that now he is able to drive himself to the airport.

(Continued from page 1) Beech T-18

Although it was summer (good weather) at the time, in a matter of only a few weeks the aircraft was completely snowed under!

Terry readily admitted that had they known what it would take to complete the salvage effort they might not have tried.

The gods were on their side however and they had help from the locals. It took several days for them to hand dig the aircraft out of the snow, since the wind kept blowing the snow back. They lowered the gear, changed the prop and fashioned a pair of makeshift skies out of wood.

Of course they had all kinds of necessary equipment, tents, sleeping bags, cooking utensils, tools, a generator and an engine preheater.

A nearby research group from Alaska provided some muscle by loaning the group the use of their track type arctic vehicle. Kelley said they would have never been able to move the aircraft out of the snow by hand.

After being preheated, the engines started right up and they flew the T-18 off the ice. In so doing, they became the first civilian group to successfully complete an aircraft salvage operation in Greenland.

In other business, Young Eagles Coordinator Brian Briggerman pointed out that June 10th at Mt. Hawley Airport is the EAA's and Chapter 563's annual "International Young Eagles," give a kid a plane ride day. He expressed concern that last years event was not as well organized as it could have been. Brian asked for volunteers, both pilots and ground personnel, to make this year's event a success!

President Sam Sisk asked Lou Carr to coordinate our annual "Home Project Visits," which will be held this year on Saturday, June 3rd.

(Continued on page 3)

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DEAN NELSON
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Lycoming 0-235 AD Notice

There is a mandatory check for all Lycoming 0-235 engines within the next 5 hours of flight. It involves push rods which might have been scored in manufacture.

These push rods have failed in flight. The Part number of the push rod is PN 73806. If they have the letter V or W at the end, they are to be replaced with serviceable push rods without those ending letters.

If you have such an engine, check it! It is a simple job as the lifters are mechanical. Remove the valve covers. Make sure both valves are closed. (*Power Stroke*) Then slide out the rocker arm shaft. If you take care to return *all* the parts to their original positions, you don't even have to set the valves.

Neil Pobanz says that while you are at it this would be a good time to check the taper clearances. The manual has a weird loading process, but the settings cold are 0.006 to 0.012 with 0.010 preferred. *Reprinted from "The Landings" 3/95, EAA Chapter 75.*

ANNUAL AIRCRAFT AND PILOT CHECK LIST

Aircraft

Documents

- Airworthiness Certificate
- Registration
- Radio License, If you have a radio

Check List (Continued)

- Operating Limitations
- Weight and Balance

ELT — FAR 91.207

Batteries must be replaced when they have been used for one cumulative hour or 50 % of their useful life.

Annual Inspection — FAR 91.409

Good for one year until the end of the month of the last inspection.

Date of Inspection _____

100 Hour Inspection — Only required when flown for hire. Tach time of last inspection or annual. _____ hours.

Static System Check — FAR 91.411

Only required every 24 months for IFR certification.

Date of last check _____

Transponder — FAR 91.413

Two year check with transponder installed. Encoder output must be checked for Mode C.

Date of last check _____

VOR Check — FAR 91.413 (*IFR only*)

within last 30 days, one of 5 different checks must be made. Record date, place, bearing error in log book and sign the log.

Pilot

Documents

Pilot Certificate (see FAR 61.60 for change of permanent address)

Medical Certificate — Date _____

Insurance Disclosure if rental aircraft.

Biennial Flight Review — FAR 61.57

Good till end of 24 months from issue.

Date of last check ride _____

Instrument competency — FAR 61.57 (*IFR*)

Requires 6 hours of instrument time including 6 approaches within last 6 months or an instrument check ride.

90 Day Currency — FAR 61.57

To carry passengers — 3 take offs and landings within last 90 days in category and class of aircraft to be flown. Tail wheel landings must be to full stop.

For night flight with passengers, the 3 take-offs and landings must be at night

(Continued on page 4)

(Continued from page 3) **Check List**

and must be to a full stop. Night landings must also be in the category and class of aircraft to be flown.

Fuel Reserves

VFR — FAR 91.151

Must have sufficient fuel to fly to first point of intended landing plus:

- Day — 30 minutes at cruise
- Night — 45 minutes at cruise

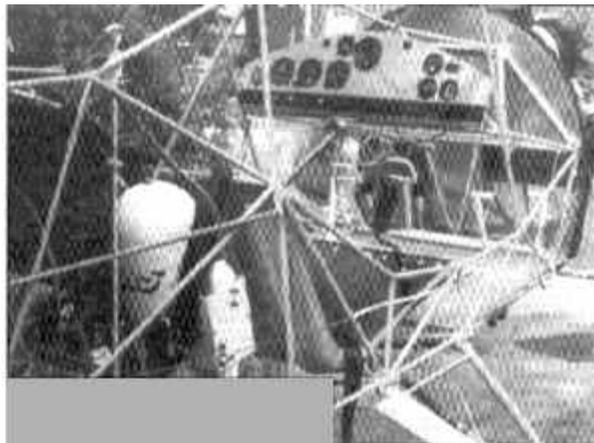
IFR — FAR 91.167

Must have sufficient fuel for flight to first airport of intended landing and to continue to your alternate, plus enough fuel for another 45 minutes of flight at cruise.

Reprinted from "The Landings" 3/95, EAA Chapter 75.

VAN MIEGHEN'S KITFOX

Chapter Technical Counselor Al Lurie took these pictures of Bill Van Mieghe's Kitfox Model II, (*above*) and his Subaru engine, (*below left*) with NSI motor mounts, dry sump with an oil tank on the firewall, a Don Parham



redrive and a Webber split bore carburetor. Bill is having a problem squeezing the carburetor in!

Calendar

APRIL 9th thru 15th — LAKELAND, FLORIDA

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

APRIL 22nd and 23rd — SPRINGFIELD, ILLINOIS

Second Annual Charlie Wells Memorial Fly-In/Drive-In. Contact: 217/483-3201.

APRIL 29th — CHICAGO, ILLINOIS

Aerobatic Safety Seminar. Contact: 815/538-2279.

MAY 7th — McNABB, ILLINOIS

FLY-IN/DRIVE-IN Breakfast, Sponsored by EAA Chapter 948, the first Sunday of the month, from 7-11 A.M. at Hartenbauer's Airport on McNabb Road, rain or shine. Contact: 815/882-2371.

MAY 7th — DAYTON, OHIO

EAA Chapter 48 Funday Sunday Breakfast. Moraine Airpark. Contact: 513/878-9832.

MAY 7th — ROCKFORD, ILLINOIS

EAA Chapter 22 Annual Fly-In Breakfast. Contact: 815/332-4708.

MAY 7th — DAYTON, OHIO

(Continued on page 5)

(Continued from page 4) **Calendar**

EAA Chapter 325, EAA Day at the U.S. Air Force Museum.
Contact: 216/382-0781.

MAY 13th and 14th — BENTON, ILLINOIS

Third Annual open house and ultralight meet at Benton Airport. Rides, flying demonstrations, Sunday pancake breakfast. Contact: 618/993-3764 or 618/435-3526.

MAY 20th and 21st — HIGHLAND, ILLINOIS

Wicks Aircraft Supply. Poly-Fiber fabric covering weekend seminar. Two day hands-on instruction seminar on all aspects of fabric covering. Fee \$150. Contact: 618/654-7447 or 1-800/221-9425.

MAY 21st — CANTON, ILLINOIS

34th Annual Fulton County Flying Club Fly-In/Drive-In Breakfast. Contact: 309-647-6210.

MAY 21st — MT. MORRIS, ILLINOIS

Ogle County Pilots Association, EAA Chapter 682, Fly-In Breakfast. Contact: 815/734-4320.

MAY 21st — ROMEOVILLE, ILLINOIS

EAA Chapter 15 Annual Pancake Breakfast at Lewis University Airport. Contact: 312/735-1353 (after 6 p.m.).

JUNE 2nd thru 4th — AURORA, ILLINOIS

26th Annual IlliNine Air Derby starts at Aurora Airport. Contact: 708/530-0903.

JUNE 2nd and 3rd — BARTLESVILLE, OKLAHOMA

Ninth Annual Biplane Expo '95. Contact: 918/622-8400.

JUNE 3rd — PEORIA, ILLINOIS

Annual EAA Chapter 563 Parade of Projects visits, after our monthly Saturday breakfast.

JUNE 3rd and 4th — RANTOUL, ILLINOIS

Rantoul Airport Open House/Air Show. Rantoul National Aviation Center. Contact: 217/893-9955

JUNE 4th — McNABB, ILLINOIS

FLY-IN/DRIVE-IN Breakfast, Sponsored by EAA Chapter

948, the first Sunday of the month, from 7-11 A.M. at Hartenbauer's Airport on McNabb Road, rain or shine. Contact: 815/882-2371.

JUNE 4th — DEKALB, ILLINOIS

EAA Chapter 241 Fly-In breakfast at DeKalb-Taylor Municipal Airport. Contact: 815/286-7818.

JUNE 9th thru 11th — OKLAHOMA CITY, OKLAHOMA

Fifth National Gathering for Canard Type Airplanes. Contact: 405/946-5003.

JUNE 10th and 11th — MUSCATINE, IOWA

"A Theater In The Sky." Contact: 309/496-2844.

JUNE 10th and 11th — COLUMBUS, OHIO

Alexander Aeroplane's Builders' Workshop. Contact: 1-800/831-2949.

JUNE 11th — STERLING/ROCK FALLS, ILLINOIS

EAA Chapter 410 Fly-In Breakfast. Contact: William Havener, 815/626-0910.

JUNE 17th — GRAIN VALLEY, MISSOURI

EAA Chapter 91 Fly-In/Air Show. Contact: 816/358-1458.

JUNE 17th and 18th — TOLEDO, OHIO

Fourth Annual Midwest KR Gathering. Contact: 419/882-8478.

JUNE 17th and 18th — TOLEDO, OHIO

EAA Chapter 582 Fifth Annual Fly-In Festival. Contact: 419/382-2924.

JUNE 18th — LACON, ILLINOIS

Father's Day Fly-In/Drive-In Breakfast.

JUNE 18th — LACROSSE, WISCONSIN

Father's Day Fly-In/Drive-In Breakfast. Contact: 608/781-5271.

JUNE 22nd thru 25th — MT. VERNON, OHIO

engine quit!! I looked at him and said "I Wasn't Flying"!

He looked at me with the same bewildered look that I must of had upon hearing his critique of my low flying. Neither of us spoke another word and I hadn't seen him in years. We should have briefed a communications out plan for transfer of aircraft control in the event we lost our intercom, which occurred!

That's the day a teenager and his instructor learned the importance of crew coordination and transfer of aircraft control! I visited with the instructor a few months ago and reminded him of our flight and he smiled. He said he's related the story to a number of people over the years. We both agreed the lesson was invaluable!

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**E. A. A. Chapter 563
2333 N Ellis Street
Peoria IL 61604**



inside...

**Profile... Joe Rex
Lycoming 0-235 AD
Aircraft & Pilot check list
Van Mieghen's Kitfox**