

Illinois Valley Beacon

June 1996

Volume 3 Issue 6

Breakfast

Saturday, June 1st at *Doc's Mt. Hawley Inn*, 8412 N. Knoxville Avenue, just East of Mt. Hawley Airport, beginning around 8:00 AM. Raffle tickets for a chance for a ride on the B-17 will be distributed Saturday morning at breakfast. See you there!

June Meeting

will be under the stars at the Greater Peoria Airport, next to the B-17 on Wednesday evening, June 12th at 7:30 p.m. If the weather is inclement, we will adjourn to a nearby hangar. Please bring your own folding lawn chair for this meeting. Several items are on the agenda.

First we want to finalize the membership of the Hangar Committee. The hangar is not quite finished (delayed by rain), but soon will be ready for occupancy. In fact, we hope that our July meeting can be a *Hangar Party!* It is important that we have a Committee in place and establish a set of rules governing the hangars use.

Secondly, we will be holding the drawing to determine the winner of a ride on the B-17. The winner should be prepared to fly the B-17 the next morning (Thursday).

At last months Chapter meeting we decided to charge \$2 per ticket, or 3 for \$5. At 2 bucks, almost anyone can afford a ticket. Be sure to buy a chance for the ride and contact your friends and relatives too! Who knows when the next opportunity to fly in a B-17 will happen?

If you have sold raffle tickets for the B-17 ride, be sure to bring the completed tickets and the cash for those tickets to the meeting.

All outstanding raffle tickets that have been sold must be returned Wednesday night to be included in the drawing!

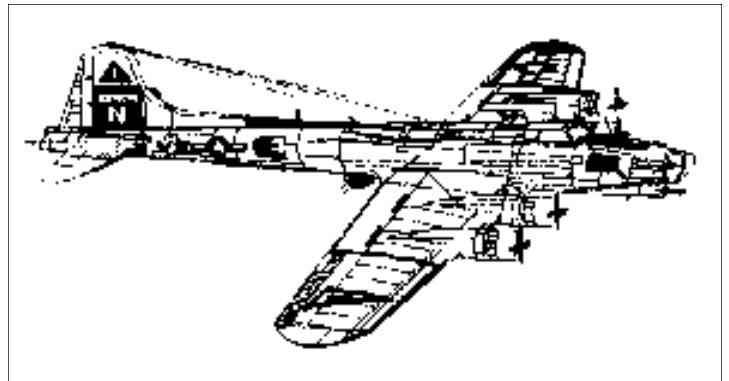
“Aluminum Overcast”

Come see Oshkosh's B-17 "Aluminum Overcast" at the Byerly ramp of the Greater Peoria Airport. The "Flying Fortress" will be on display June 10th thru the 12th.

The B-17 is a majestic aircraft of extreme durability and adaptability. The "Flying Fortress" made its mark in history as one of the most famous heavy bombers of World War II.

B-17 rides are available each morning of the three day visit. At this time both flights on the morning of Monday June 10th are full. Seats are available for flights on the mornings of Tuesday, June 11th and Wednesday, June 12th.

Rides cost \$495.00 if you are an EAA member and \$530.00 for non EAA members. Visa and Master Card are accepted. If you wish to schedule a ride on



the B-17, please contact Joe Rex at 694-3792. There is a form you must complete. Be sure to list Chapter 563 on that application, so the local Chapter will receive credit for scheduling your ride.

If 5 Ben Franklin Bills is a little more than you have to spend, the Chapter is conducting a raffle for a B-17 ride on Thursday morning, June 13th, when "Aluminum Overcast" makes a shuttle flight to Bloomington. Ground transportation back to Peoria will be provided. Tickets for this once in a lifetime flight are \$2 each or 3 for \$5.

Volunteers are still needed. If you can help make the visit of "Aluminum Overcast" a success, please phone Morrie Caudill at 685-8547.

Young Eagles

Ten Young Eagles

and five of their parents took to flight at the Marshall County Airport in Lacon on Saturday, May 11th.

Chapter Young Eagles Coordinator Brian Briggerman had extended an invitation for an introductory flight to every child at St. Edward's School in Chillicothe.

Needless to say we were very disappointed with the low response. However, it was the same day as the "Race for the Cure" and did followed the Jessica fiasco out in Colorado by just a couple of weeks.

Morrie Caudill helped Brian with ground instruction and assisted the Eaglets in completing their forms. Morrie spoke with the parents and discovered that every one of them had had a positive experience with General Aviation at some point in the past.

Hopefully our next effort at attracting Young Eagles will be more successful. We will be handing out flyers offering Young Eagles rides when the B-17 visits at the Greater Peoria Airport June 10th thru the 12th.

Hangar Update

The concrete

floor and footings have been poured and the utilities are stubbed in. If it would stop raining, in just a few days the steel would be erected and the hangar could be ready for occupancy. Tentatively we have scheduled our July meeting as a **Hangar Party**. Meanwhile, we must decide on the make up of a Committee to oversee the use of the hangar. The Hangar Committee membership is one of the items on the agenda for our June meeting.

Correction — Ramp Rights

reprinted from the EAA Technical Counselor News, Spring 1996

Thank you to Technical Counselor Sid Nelson for calling an error to our attention. The article stated under *Ramp Rights 7. Aircraft inspection not included. Wrong.* Far 13.19 Certificate Action. (a) ...the Administrator may reinspect any civil aircraft, aircraft engine, propeller, appliance, air navigation facility or air agency and may re-examine any civil airman.

Father's Day Fly-In's

There are several Father's Day Fly-In Breakfasts scheduled this year, but two deserve special notice.

First there is the Annual Father's Day Fly-In/Drive-In Breakfast at the Marshall County Airport. Last year it was postponed until Labor Day, because the ramps were being resurfaced during late spring and early

summer.

This year the Fly-In returns to it's traditional Father's Day date. This event is sponsored by the Marshall County Pilots Association, the Marshall County Airport Board and Lacon Aero Services. For further information contact: Neil Pobanz at 309/246-3700.

Another Father's Day Fly-In/Drive-In Breakfast worthy of note is sponsored by EAA Chapter 153 at the DuPage County Airport, from 8:00 a.m. until 12:00 noon.

Chapter 153 is one of the cosponsors of the North Central EAA Fly-In at Sterling/Rock Falls that our Chapter helps host every September and we know some of the members up at DuPage. After you have had breakfast, you can visit the "Air Classics Museum" right there on the field. For further information contact: Dan Rubino at 708/830-0559.

Aviation Safety — Education Seminar

at Marshall County Airport on Monday, June 17, 1996, starting at 7:00 p.m. This Seminar is for pilots, instructors and all interested persons. You can either fly in or drive in.

John Blohm, Safety Program Manager of the Springfield FSDO will conduct a Pilot Proficiency Award Program and speak on the "Causal Factors of Accidents." Kent Johnson, Controller from the Quad City Air Traffic Control Tower will speak on "Class 'C' Airspace, VFR and IFR Coordination. And Neil Pobanz, Certified Flight Instructor, Aviation Safety Counselor and Authorized Inspector, will speak on "Service Difficulty Program and 'AD' Notes."

This program is being sponsored by the FAA, the Marshall County Airport Board and Lacon Aero Services, Inc. For further information contact: Neil Pobanz at 309/246-3700

Wings Weekend '96

Be sure

to mark your aviation calendar to include the Sixth Annual Wings Flight Proficiency Program. WINGS Weekend takes place Friday, July 12th thru Sunday, July 14th at Coles County Airport, located midway between Charleston and Matton, Illinois.

WINGS Weekend is sponsored by the Illinois Department of Transportation, the Federal Aviation Administration, and the Coles County Airport Authority.

The program is available to both pilots and flight instructors. Instructor can earn one of the first three WINGS Phases by providing the flight instruction required to three WINGS participants. An invitation is extended to all flight instructors who would like to volunteer their services for this major aviation event.

If you would like further information concerning instructor or pilot participation, contact Dale Rust at 217/524-5269.

Blazing A Trail

By Richard Snelson, T-18 Newsletter, #95. Reprinted from the EAA Technical Counselor News, Spring 1996

Here's a tip on a neat landing light. It's compact, lightweight and puts out a flood of light. As I visited the Lancair display at Sun 'N Fun, I noticed a tiny coke bottle lens staring at me from the air inlet of a factory-built Lancair cowling. I had been looking for a landing light for some time, and had put off purchasing one because I didn't want the problem of building a bracket for a conventional type bulb. Sitting there in

this \$75K airplane was a little marvel of a light, with its own case and mount. I was sure that the thing would cost at least \$100 and that it could not put out close to enough light for landing. The near-sighted coke bottle lens "BLAZER" sure fooled me.

Before I tell you where to get this little gem and how much it will set you back, let me tell you about its features. It's powered from 12 volt dc, has a quartz halogen bulb, and internally is all reflector with a thick, coke bottle lens in front. Trying it out in my backyard, it lights up backyards four houses away. It's made of

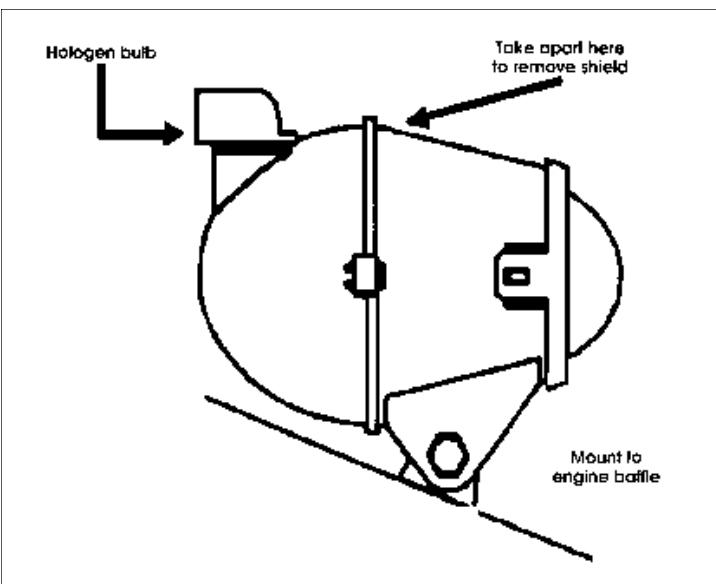
light weight thermoplastic and takes the heat of the halogen bulb with no sweat.

Really, folks, it's not a lot bigger than the bottom of a coke bottle. The really big surprise came when the salesman told me, "It's called a Blazer and you can pick it up at WalMart in the automotive section". Two of them cost \$39. What a deal!

The Blazer is a driving light that you can mount in the lower front bumper of a number of cars. One thing you will notice, when you turn it on, the light pattern is cut off sharply across the middle. The Blazer has an internal aluminum shield that keeps the light out of oncoming drivers' eyes. To remove it, for a full pattern, you must take the light apart.

Here's how — with a small pen knife work around the large diameter cutting the small amount of rubber cement away and gently prying the lip up as you go. This will take several trips around and some patience to do without breaking the case, so stay with it. Two plastic keepers hold the case together — by compressing them, it will come apart. Don't touch the halogen bulb, or the reflector portion of the light while it's apart. Oil from you skin will shorten the life of the bulb. Remove the aluminum cross reflector with a small Phillips screwdriver and you can reassemble it and get a full lighted pattern. Remember to put a little rubber cement in the groove as you put the two halves together. This will keep out moisture and help hold it together.

Let me know how this little guy works for you. I'm on the way to the airport to install mine now. The WalMart product is called: Blazer Projector "The Ultimate Driving Light" C8004K.



Replacement Wing Light

By John Shippey, Technical Counselor #1204, Chapter 890, Fort Payne, AL. Reprinted from the EAA Technical Counselor News, Spring 1996.

The quality aircraft replacement wing light bulbs are going for \$12 — \$16. He has found a good automotive substitute that will fit right into the socket. It is a GE or Sylvania T1076 bulb that sells for about \$1.75.

Respecting Gross Weight

reprinted from the RANS Newsletter, April 1996

Planes are machines that will adhere strictly to the laws of physics. A place where pilots are often complacent is gross weight. The usual rational is that

additional weight is never enough to actually use up the margins built into the plane by those farsighted engineers. The truth is, a plane does have a point where the additional weight does use up the margin. What is terribly sneaky about it, is the builder / pilot will install everything and the kitchen sink and the plane will fly all right, giving the illusion that everything is ok. But, is it? Well, let's take a look at what is happening.

When flown over gross, the point at which proof load is reached has been moved closer to the point of ultimate load. At ultimate load the plane can deform or break. At or below gross you can stress a plane to proof load all day long without worry.

Let's say you added 200 pounds to your otherwise 1,000 pound gross weight. At 3.8 positive Gs you would have reached proof load in normal category. With the extra 200 pounds that would be reached at 3.16 positive Gs, because this is the point when the plane weighs 3,800 lbs. or has proof load applied.

To fly to 3.16 Gs it usually takes intentional aerobatics. What about the unintentional aerobatics? What about severe turbulence? Having flown with a G Meter for several years I know what loads are encountered in turbulence. It is fairly easy to experience jolts up to 2.5 Gs. On one occasion, the meter racked up a 2.8 NEGATIVE bounce. Luckily, I was well under gross and in an S-10. The very fact that I have seen loads well under the limits speaks well of the chosen standards.

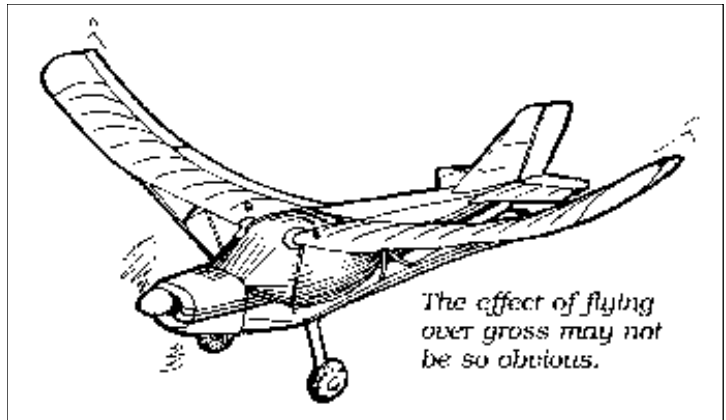
How far from breaking is our 200 pound over gross plane? At a load of 6,000 pounds, we can expect it to give up the ghost. That's when 6 positive Gs would be reached for the 1,000 pound plane. At 1,200 pound gross that point is reached at 5 Gs.

It's pretty tough to pull 5 Gs. Normal flying should never apply this kind of load; 5 Gs takes speed and an abrupt control input. But it still can happen; for instance, a panic pull up after falling out of a cloud. The point is, excessive loads CAN be applied even by innocent pilots in conditions that are common to encounter.

What about float planes? Here is a case where the plane is almost always over the limit. As mentioned, there are no exceptions to the laws of physics, not even for float planes. The reason float planes "get away with it" is they are usually flown from point A to point B, they don't like to turn, or go fast, so aerobatics is out of the question. Still the chance encounter with monster turbulence or an unusual attitude is possible. And if such a plane is flown into

severe turbulence to the point of exceeding the safety margin, it is that much closer.

What about continued flying over gross? Over stressing an airframe will shorten its life and maybe yours. Signs of stress will appear as fatigue or deformation in areas of localized stress. Load path junctures or terminals such as bolt bosses and other fastener retaining fittings may show elongation, or have "sloppy holes". All aircraft have points of stress where the loads can actually wear out the holes and



the bolts. The cost to replace these fittings can be extensive and in some cases involve re-manufacture.

Fastener wear is only part of the picture. Spars and longerons can become over-stressed and be a major break in the waiting. It is not common to see a general aviation plane with a G Meter on the dash, and the reason may be that it leaves the factory in a known form. Kitplanes are not so lucky to have such conformity. Builders will modify and usually add weight in the process. It is because of this, a G Meter might be one of the most valuable instruments on your panel, provided its addition does not put you over gross weight!

For Sale

P-38 MITCHELL LIGHTENING ultralight with folding wings. The tail and elevators need to be covered. The fabric and materials are included. The aircraft has to be rigged. A motor and motor mount **are not** included! There is an assembly manual and the aircraft is 1/2 to 2/3 completed. \$3,000. — Contact fellow Chapter member Eric R. Manuel at 309/685-2192.

Mustang II Project — Lycoming Engine 0-290 (125 HP) with accessories, overhauled. Bushby prop flange and spinner, Gas tank, Gascolator, sender, valve etc., throttle, mixture and carb heat controls,

wing center section and outer wing panels, flaps, ailerons and push/pull tubes with ball fittings, Cessna 150 rudder pedal assembly and cables, Cessna 150 seats and tracks, Cessna 150 wheels and brakes, Cessna L-19 gear legs and welded main gear brackets, fuselage tail cone assembly with tail wheel, horizontal stabilizer and elevators with push/pull tubes, vertical fin and rudder, firewall assembly and welded engine mount, T18 canopy bubble (still in crate), fiberglass wing and tail tip covers, fiberglass wheel fairing and engine cowling, battery box and many other miscellaneous parts. Propeller, engine exhaust stacks, instruments and electronics are not furnished. While this is basically a project for someone experienced with sheet metal work, it is possible for most anyone handy with tools to complete. Let us know when your ready to start. Dave and Alice Wiley, 2847 W. 102nd Pl. Chicago, IL 60655. Phone 312/224-5488.

Olney Pilots Association Fly-In/Drive-In Breakfast at Olney-Noble Airport. Contact: 618/723-2594.

June 2nd — DEKALB, ILLINOIS

EAA Chapter 241 Fly-In Breakfast at DeKalb-Taylor Municipal Airport, from 7:0 a.m. to noon. Contact: 815/758-8434.

June 3rd thru 29th — OTTUMWA, IOWA

15th Annual Light Aircraft Construction Workshop. 1-800/726-2585, ext 183.

June 8th — CANTON, ILLINOIS

Breakfast Buffet. Contact: 309/245-4777.

Calendar

June 1st — BLOOMINGTON, ILLINOIS

New Runway Dedication Fly-In Breakfast at Bloomington-Normal Airport. Contact: Norm Wingler at 309/663-7632.

June 1st and 2nd — RANTOUL, ILLINOIS

Rantoul Air Festival '96, at the Rantoul Airport. Contact: Ray Boudreaux at 217/893-9955.

June 1st — MT. CARMEL, ILLINOIS

War Bird Fly-In Breakfast at Mt. Carmel Airport. Contact: 618/948-2413.

June 2nd — 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 2nd — BURLINGTON, WISCONSIN

18th Annual IAC Chapter 8 Fly-In. Contact: 414/282-3250.

June 2nd — OLNEY, ILLINOIS

June 8th — DECATUR, ILLINOIS

EAA Chapter 274 Young Eagles Flight Day. Contact: John Scharff, 217/935-2552.

June 8th — WEST CHICAGO, ILLINOIS

DuPage County Pilots Association Fly-In Breakfast at the DuPage County Airport. Contact: 708/906-0121.

June 8th and 9th — WATERLOO, IOWA

My Waterloo Days Airshow '96. 319/234-7745.

June 9th — ROCK FALLS, ILLINOIS

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

June 9th — DECATUR, ILLINOIS

Decatur Aero Club Fly-In/Drive-In Pancake Breakfast at Hangar 104. Contact: Mark Bleavins at 217/428-1928.

June 9th — AURORA, ILLINOIS

EAA Chapter 579 Fly-In/Open House — Aurora

Municipal Airport. Contact: 708/466-4193.

June 9th — LANSING, ILLINOIS

EAA Chapter 260 Pancake Breakfast, Young Eagles Rally — Lansing Municipal Airport, 7:00 am - 1:00 PM. Contact: 708/331-4276.

June 13th thru 16th — ST. LOUIS, MISSOURI

American WACO Club Fly-In at Creve Coeur Airport. Contact: 314/434-4856.

June 15th and 16th — KANKAKEE, ILLINOIS

Kankakee Air Festival. Contact: 815/933-5308.

June 16th — LACON, ILLINOIS

Annual Father's Day Fly-In/Drive-In Breakfast at the Marshall County Airport. Contact: Neil Pobanz at 309/246-3700.

June 16th — DUPAGE, ILLINOIS

Father's Day Fly-In/Drive-In Breakfast, sponsored by EAA Chapter 153 at the DuPage County Airport, from 8:00 a.m. until 12:00 noon. Adults \$4.00, under 12 \$3.00. Visit the Air Classics Museum on the field after breakfast. Contact: Dan Rubino at 708/830-0559.

June 16th — GENESEO, ILLINOIS

Gen-Air Father's Day Breakfast at the Geneseo Airport. Contact: 30/944-8126.

June 16th — CAIRO, ILLINOIS

Air Meet at Cairo Regional Airport. Contact: 618/734-0600.

June 16th — LACROSSE, WISCONSIN

Father's Day Fly-In/Drive-In Breakfast sponsored by the LaCrosse Area Flyers Club. Contact: Steve Schnitz at 608/781-5271.

June 17th — LACON, ILLINOIS

Aviation Safety — Education Seminar at Marshall County Airport, starting at 7:00 p.m. For pilots, instructors and interested persons. You can fly in or drive in. The program is sponsored by the FAA, the Marshall County Airport Board and Lacon Aero Services, Inc. Contact: Neil Pobanz at 309/246-3700.

June 21st thru 23rd — DAVENPORT, IOWA

Quad City Air Show. Contact: 319/285-7469.

June 21st thru 23rd — OKC, OKLAHOMA

Gathering of Canard — Type aircraft at Clarence Page Municipal Airport. Contact Pete Peterson, 405/946-5003.

June 21st thru 23rd — GARDNER, KANSAS

WW-I Fly-In sponsored by the Great War Aeroplanes Assoc. Contact: Marvin Story at 913/788-5435.

June 22nd and 23rd — JACKSONVILLE, ILLINOIS

Midwest Antique Fly-In at Jacksonville Airport. Contact: 21/243-5824.

June 27th thru 30th — MT. VERNON, OHIO

37TH Annual National Waco Reunion Fly-In. Contact: 513/868-0084.

June 29th and 30th — JOLIET, ILLINOIS

Joliet Air Show at the Joliet Park District Airport. Contact: 815/741-7267.

June 29th and 30th — AURORA, ILLINOIS

Alexander SportAir Center Aircraft Building Workshop. Registration starts at \$149; contact Alexander SportAir Workshops, 1-800/831-2949.

June 30th — MACOMB, ILLINOIS

Open House at the Macomb Airport. Contact:

309/833-3324.

June 30th thru July 5th — LAKE GUNTERSVILLE, AL

International Cessna 170 Association Annual Convention. Contact: 205/640-4785.

July 4th — MT. MORRIS, ILLINOIS

EAA Chapter 682 Fly-In/Drive-In Breakfast. Contact: 815/732-7268.

July 4th — MONMOUTH, ILLINOIS

Annual Fly-In/Drive-In Breakfast. Contact: 309/734-7662.

July 4th — OGLE COUNTY, ILLINOIS

Ogle County Pilots Assn. and EAA Chapter 682 Fly-In Breakfast at the Ogle County Airport (Barnette Field). Contact: Glen Orr at 815/732-7268.

July 4th — CAIRO, ILLINOIS

All Day Aviation Event at the Cairo Regional Airport. Contact: 618/734-0600.

July 4th — FREEPORT, ILLINOIS

Freeport Airfest '96 at the Freeport Airport. Contact: 1-800/369-2955.

July 6th and 7th — EMMETSBURG, IOWA

8th Annual Taildragger Fly-In. Contact: 712/852-2346.

July 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.

July 10th thru 14th — ARLINGTON,

WASHINGTON

Northwest Regional EAA Fly-In at Arlington Airport. Contact: Jay Tolbert, President, 360/435-5857 or FAX 360/435-6480.

July 12th thru 14th — MATTOON, ILLINOIS

Sixth Annual WINGS Weekend '96 at the Coles County Memorial Airport in Mattoon. Contact: Dale Rust of the Illinois Division of Aeronautics at 217/524-5269.

July 12th thru 14th — BURLINGTON, WISCONSIN

Great Lakes Regional Aerobatic Contest. Five categories, sponsored by IAC Chapter 8. Rental aircraft and safety pilots available. Contact: 414/761-0134.

July 13th — ROYALTON, WISCONSIN

EAA Chapter 444 / UL Chapter 41. Gump's Flying Circus. Contact: 414/734-8682.

July 17th — McNABB, ILLINOIS

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

July 19th thru 21st — OTTUMWA, IOWA

NAS Ottumwa Reunion. Contact: 515/682-0982.

July 20th and 21st — SHIOCTON, WISCONSIN

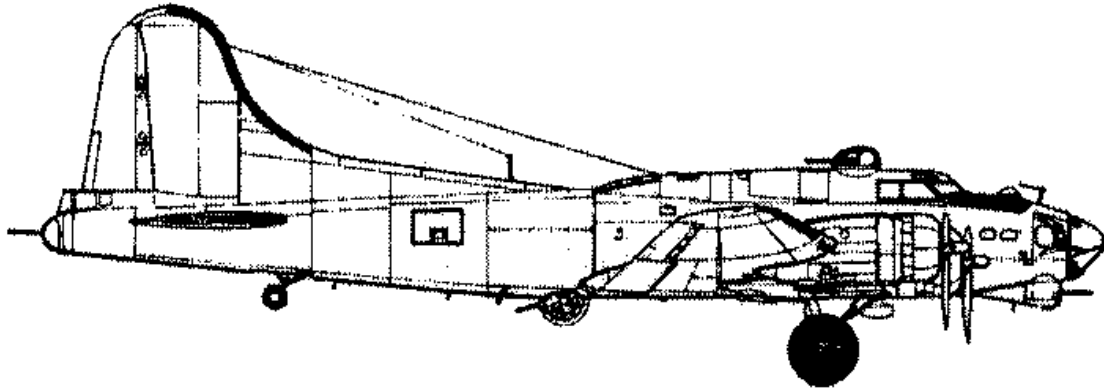
Annual Fly-In. Contact: 414/986-3547.

July 24th thru 26th — KEOKUK, IOWA

6th Annual L-Birds gathering and Formation Clinic. Contact: 303/667-2048.

July 24th thru 28th — MENTONE, INDIANA

Popular Rotorcraft Convention at PRA Mentone Airport. Contact: PRA 219/353-7227.



See
Oshkosh's
B-17, "Aluminum
Overcast," on the
Byerly Aviation
ramp at Greater
Peoria Airport, in
the afternoons on
June 10th, 11th
and 12th!


CHAPTER 563 OFFICERS

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Flight Advisor: Ron Wright, 616 Kerfoot, East Peoria, IL. 61611, Phone 694-1527

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