

Illinois Valley Beacon

October 1996

Volume 3 Issue 10

Breakfast

Saturday, October 5th at *Doc's Mt. Hawley Inn*, 8412 N. Knoxville Avenue, just East of Mt. Hawley Airport, beginning around 8:00 AM. If you plan to help fly Young Eagles, get to Mt. Hawley a little before 8:00 a.m. and we'll all go to breakfast. The Young Eagle flights will start around 9:00 a.m. See you there!

This Month

We will meet a week later than usual, on October 16th, the third Wednesday of the month, at our hangar at Mt. Hawley Airport.

On the agenda for this month's business meeting is the approval of the recommendations of the Hangar Committee for a hangar budget for the fiscal year beginning October 1, and the election of a fifth member of the Hangar Committee from among the tenants.

A nominating committee will be appointed to suggest Chapter Officers for the upcoming year. We will also consider the question of whether Chapter dues for 1997 should remain at \$15.00, the purchase of EAA Calendars for next year, and what kind of a program we will have at our annual Christmas Luncheon?

There are quite a few decision to be made so please make a note to attend the October meeting.

Last Month

During our September business meeting the "Declaration for a Chapter Hangar" was presented by Bill Engel on behalf of the Hangar Committee and after thorough discussion and a few modifications, the "Declaration" was adopted.

Brian Briggerman made a motion to accept the "Declaration" and Bill Mathis seconded the motion. The "Declaration" was approved unanimously.

Presently the Hangar Committee consists of four members; Bill Engel, Joe Fox, Vic DeCroix and Sam Sisk. The fifth position, to be held by one of the tenants will be filled by election at our October meeting.

Mountain Flying

Our guest speakers in September were Chapter

members Bill Mathis and Dewey Fitch. They had slides of their recent trip to Gunnison Colorado to take a "Mountain Flying" course. The slides gave us a good idea of what the terrain is like in the mountains and the pair explained how important it is to always consider density altitude and the prevailing wind conditions.

As part of their mountain flying course the pair made a landing at Leadville, Colorado, which has the highest airport elevation in the United States, 9,927 feet above sea level. Bill Mathis has promised to write an article for a future newsletter on mountain flying.

ROTC - Young Eagles

On Saturday, October 5, at 9:00 a.m. at Mt. Hawley Airport, we will have approximately 35 Young Eagles from the recently formed ROTC unit at Peoria High School taking to flight.

Chapter Young Eagles coordinator Brian Briggerman and ROTC advisor and chapter member Fred Genge have organized this event. We are in need of volunteers to pilot aircraft and to act as ground crew. Be sure to come to the breakfast this Saturday and then take time out to help fly these young people.

Aviation Safety — Education Seminar

On Wednesday, October 9th at 7:00 p.m. there will be a Fly-In or Drive-In program at the Maintenance Hangar at Mt. Hawley Airport. This is the same day and time as our usual monthly Chapter meeting. For this reason our Chapter meeting has been moved back a week.

Speakers and topics for this program include: John Blohm, Safety Program Manager for the Springfield FSDO on the Pilot Proficiency Award Program and "Causal Factors of Accidents," Tim Hungate from Illinois Central College on "General Aviation," Stephen Owen, Primary Flight Course Supervisor for the Institute of Aviation at the University of Illinois on "Aeronautical Decision Making," personnel from the Air Traffic Control Tower at Peoria on "Current Air Traffic Control Procedures in Controlled Airspace" and Walter Forred, Aviation Medical Examiner from Peoria on "Medical Requirements Changes for Pilots."

This event is sponsored by the FAA, Springfield FSDO, Avemco Insurance, the Greater Peoria Regional Airport Authority and North Point Aviation. For further information contact Dennis Driscoll at 309/693-2372, or John Blohm, FAA, SPI FSDO, 217/492-4238.

Hangar Update

The "Declaration for a Chapter Hangar" was presented to the Chapter at our September business meeting. After a thorough discussion and a few modifications, the "Declaration" was adopted unanimously. This document will be the basic guide for our continued operation of the hangar.

The Hangar Committee has prepared a budget for the operation of the hangar for the fiscal year beginning October 1, and that budget will be present to the Chapter at our October business meeting, where Chapter approval is needed.

Also at the October Chapter meeting a fifth member of the Hangar Committee will be elected from among the tenants. Eligible for election to the Hangar Committee, (in alphabetical order) are Bruce Chien, Jim Hannemann and Al Phipps.

A hangar waiting list has been established. If you would like a new home for your plane or project, please phone Vic DeCroix at 383-4293 to get your name on the list.

Volunteers are needed to perform various tasks at the hangar. One of the first jobs will be putting up some paneling on the lower walls to protect the insulation from cuts and tears. There will be more information on this project at the October Chapter meeting.

The next meeting of the Hangar Committee will be at the hangar on Monday, October 21, at 7:00 p.m. Any member is welcome to attend. If you have any ideas or comment concerning the operation of the hangar, please contact: Bill Engel, Vic DeCroix, Joe Fox or Sam Sisk.

Work continues on the hangar at a slow but steady pace. The contractor has enclosed and roughed in the bathroom and the Airport Authority has indicated that they will install heat. At the present time Illinois American Water Co. has not connected the water line. By the time we meet on October 16, more progress should be evident.

NCEAA Fly-In

The North Central EAA Old Fashioned Fly-In at Whiteside County Airport in Sterling/Rock Falls, was a success.

As one of the cosponsoring Chapters for this event, we were in charge of the registration table, which is quite a



Scot Decker helps clean his tray after breakfast at the NCEAA Fly-In. Joe Rex said he must learn how to focus the camera!

job. Volunteers from Chapter 563 (in no particular order) included: Sam Sisk, Becky Sisk, Morrie Caudill, Joe Rex, Scot Decker, Lynette Decker, Dennis Mellen, Al Phipps, Jan Phipps, Dave Cook, Brian Briggerman, Dan Stuckey, Dick Larash, Danny Marcy, Karl Kleimenhagen, Jack Frost and Ms. Frost. Thanks to everyone who volunteered! If you were missed, please accept my apologies for not mentioning your name.

Every year the NCEAA Fly-In is a little bigger and a little better. Remember to mark mid September of next year on your calendar now!

"CRAZYHORSE"

by Brian Briggerman

After flying in the EAA B-17 this year when it came to Peoria, I began to think, if the B-17 was so great, What must it be like to fly a P-51? I have admired the P-51 ever since I grew up during the second world war. All my heroes were pilots and the P-51 left a lasting impression. Every year since 1971, when I first went to Oshkosh, I have sat in the audience watching my favorite airplane, wishing I could get a ride in one some day. It was crazy, but I could not get it out of my mind. I knew about Crazy Horse from the ads in Trade-A-Plane, so I gave them a call. The price was mind boggling to some one the has lived his life on a tight budget. I still could not get it out of my mind. I decided one morning that I was going to do it and gave the Crazy Horse people a call. I was going to go to their home base of Kissimme, FL over the fourth of July weekend, but I could not work it out. When I found out that they were going to be in Oshkosh, I decided to do it there.

Crazy Horse is one of only five dual control P51s in existence and the only one offering rides commercially. It is a beautifully maintained airplane and is maintained by family members of the two owners of the airplane. The

plane is owned by Doug Schultz and Lee Lauderback. They and their family not only fly and maintain Crazy Horse, but perform maintenance on other P51s in their shop in Florida.

I took my ride from Fondulac, WI as the traffic in Oshkosh was prohibitive. I flew with Lee Lauderback as my instructor. He spent twenty to thirty minutes briefing me both on the ground and in the cockpit. There was so much to absorb, I remember very little of the details. The most vivid is the description of bailing out. He said he would blow the canopy and then I was on my own. He did show me how to exit the airplane and was very specific that I was to exit to the right side, aft of the wing. This was to avoid the slip stream and give me a better chance of missing the tail as I exited the airplane.

We fired up the engine and the noise was terrific. It was so great, you did not get the unique sounds that you do as a spectator. As we taxied out I got to taxi a little but there were so many airplanes parked close to the taxiway, Lee had to do most

of it. I learned that when you hold the stick back the tail wheel is locked and it takes a lot of rudder pedal movement to make a slight turn. At the run up area I moved the stick forward and the plane pivoted around easily. I got to make the run up. Naturally Lee made the take off, but at 1500 feet in a climbing turn, he gave me the airplane. For most of the rest of the flight, it was my airplane, with him talking me through each maneuver. I have to say, Lee was the best instructor I have ever flown with. He led me through the a progression of maneuvers from straight and level through some light aerobatics to the landing.

We started out with feeling out the airplane, then stalls and slow flight. At those slow speeds the airplane flies like a Cessna 150, light on the controls and responsive. It stalls clean with one shudder on the stick. We then did lazy eights to get the feel of the vertical climb capability of the airplane. Next we did an aileron role and barrel role, left and right, and a loop. I have never had any aerobatic training and had only rode through a couple of rolls and loops many years ago. Through Lee's great ability to talk me through the maneuvers, I felt they did not come out too bad. I had a great time. The only maneuver that did not work out too well was an Immelmann. I was not listening

and responding to his direction and the nose of the plane sloped around the sky for a few seconds. The airplane is so stable that all I had to do, when I woke up was to point it where I wanted it to go and it straightened out.

We finished the maneuvers with a split S to show me the difference in the feel of the airplane at higher speeds. I was tense to say the least about this and pulled four Gs during the pull out, which is twice what I should have pulled. Normally we cruised at 200 knots, which I assume is at a reduced power setting to conserve engine life. We

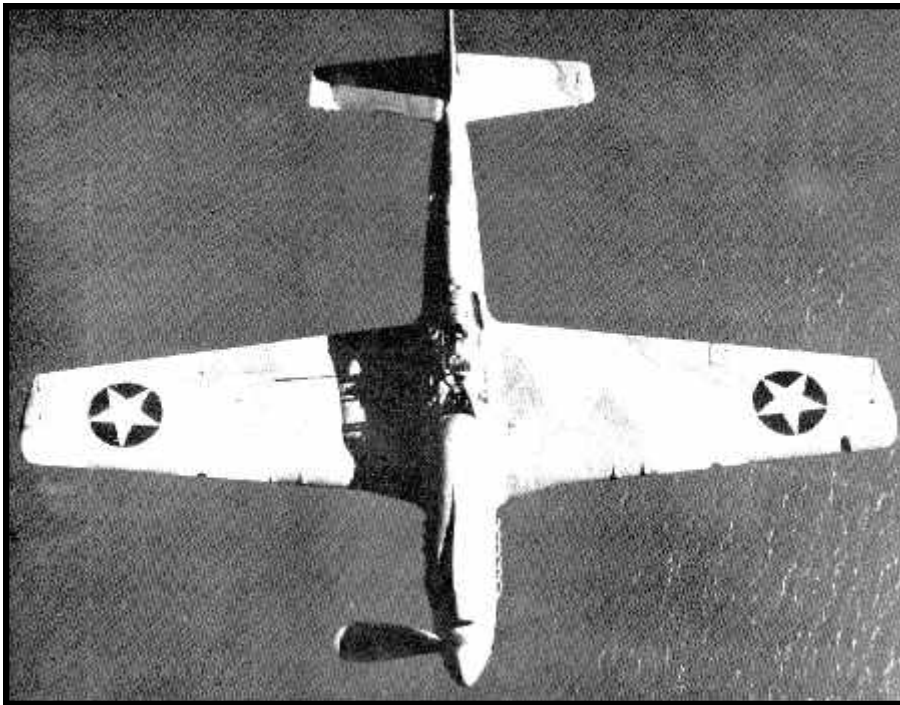


Photo reprinted from Air & Space

entered the aerobatic maneuvers at 260 knots at which the airplane felt light on the controls. We pulled out of the split S at 300 knots and it was a different airplane. It was as stiff as the B-17 and I found it difficult to move the stick. It took both hands to move it any amount, I assume some of this was due to the the fatigue I was experiencing after an hour of intense new experiences.

We made a high speed low pass down the runway with a break to landing. The landing was uneventful and I could not believe he

was actually able and willing to talk me through a landing. We landed three point and I did not even feel it bounce. I accused him of being on the controls, which he denied vehemently. I passed the point of me not feeling the bounce and wild gyrations down the runway to my excitement of the day.

I can't do justice to writing an explanation of all the details of the flight or of the performance of the airplane. Fortunately AOPA had an article in the July issue of AOPA PILOT about Crazy Horse that is great and the author had a much better handle on all the details. Don't miss reading it. It was a great flight for me and I'm glad I had the opportunity to do it.

Happy Flying — Brian

SPECIAL NOTICE!

Mrs. Enid Humphrey, owner of Humphrey Aviation (products), in Quincy, IL. (217) 223-8665, is liquidating this company and has a variety of items available at GREATLY REDUCED prices!! Items such as: head sets, intercom systems, push-to-talk switches, aircraft chocks, etc., are

available on a "first-come, first-served" basis. I purchased a Hush-A-Comm system from this company years ago and have been very happy with its performance. If you wait too long.... it will all be gone!! Ron Wright.

The following items are available from Ron Wright:



A. (New-in-box) Tera TRT 250 Transponder and AT 3000 Digitizer includes installation kit, antenna, wiring, etc. Both items as NEW-in Box. List price: \$1,590.00. SELLING FOR: \$895.00.

B. (New-in-box) Precision PAI-700 Vertical Card Compass, includes installation kit. NOTE: I bought this item to install in my Cougar aircraft, but there is too much magnetic influence within the cockpit for this compass to work accurately!! LIST: \$289.50 SELL: \$225.00

C. (USED — removed from a Piper Arrow) Whelen Two-light Nav and Strobe System. Includes: Whelen Power pack Model A413A, HDA DF-14; two strobe lights, two nav lights with colored lenses, two wing-tip bracket assemblies to hold lights, etc., wiring and connection fittings, A complete wing-tip nav/strobe light package. Current list price: (about) \$650.00. SELL: \$395.00

D. (used, but rebuilt) Marvel-Shebler carb., MA3-SPA, with new metal floats (now required), new needle valve and seat, new gaskets, etc. NOTE: I had been using this carb to power my O-290 G Lycoming — but was having high CH temps and thought that this carb was running too lean. I removed the carb, installed a POSA SUPER carb, but found out later that my CHT sending units were reading too HOT!!!! I replaced them, and all temps are normal!! USED LIST PRICE \$695.00 ??? SELL: \$495.00 SECOND NOTE — the MA3-SPA needs a replacement "idle-speed" needle.

E. (New-in-box) Ray Jefferson Model L-100 Loran; includes installation kit, wiring, antenna pre-amp, etc. LIST: \$349.00 SELL: \$125.00 NOTE: THIS COULD BECOME A 'COLLECTORS' ITEM!!!!

F. (used) STS Model C-110 Loran, includes mounting tray, training manual, etc. LIST: \$595.00 SELL: \$125.00 NOTE: Collectors item??, Paper weight??, Digital trainer??

Sale of Lloyd Dotson's tools, aircraft parts and stuff! Including tools, welders, lathe, mig welder, milling machine, craftsman metal lathe, etc.

The auction will be Saturday, October 19, 1996 at Lola Dotson's in Geneseo, IL. Phone Lola Dotson at 309/944-2766 or Mark Bauer at 309/441-5488.

Also Lloyd's Coot project is for sale and there is a Rotax 618 engine — complete. Phone Mark concerning these items.

Calendar

October 6th — 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.

October 6th — HINCKLEY, ILLINOIS

EAA Chapter 241 Pancake Breakfast. Contact: 815/758-8434.

October 9th — PEORIA, ILLINOIS

Aviation Safety — Education Seminar. Fly-In or Drive-In to Mt. Hawley Airport on Wednesday at 7:00 p.m. Sponsored by the FAA, Avemco Insurance, Greater Peoria Regional Airport Authority and North Point Aviation. For further information contact: Dennis Driscoll at 693-2372 or John Blohm at 217/492-4238.

October 10th thru 13th — MESA, ARIZONA

EAA Copperstate Regional Fly-In at Williams-Gateway Airport. Contact: Bob Hasson, 520/228-5480.

October 11th thru 13th — EVERGREEN, ALABAMA

6th Annual South East Regional EAA Fly-In. Contact: Bubba Hamiter, 334/765-9109 days, 334/743-3916 evenings.

October 12th — CANTON, ILLINOIS

Fulton County Flying Club Breakfast Buffet. Contact: 309/245-4777.

October 13th — AURORA, ILLINOIS

EAA Chapter 579 Picnic. Contact: 708/466-4193.

AUCTION

October 17th thru 19th — CHAMPAIGN, ILLINOIS

Institute of Aviation 50th Anniversary. Contact: 217/244-8671.

October 18th thru 20th — KERRVILLE, TEXAS

Southwest Regional Fly-In. Contact: Betty Shoup, 1/800-221-7958.

October 19th — DECATUR, ILLINOIS

EAA Chapter 274 Chile Day at the Decatur Airport. Contact: 217/935-2552.

October 20th — JACKSONVILLE, ILLINOIS

Annual Fly-In/Drive-In Pancake/Sausage Breakfast at Jacksonville Airport. Contact: 217/243-5824.

December 7th — PEORIA, ILLINOIS

Annual EAA Chapter 563 Christmas Luncheon.

January 1st — NAPPANEE, INDIANA

EAA Chapter 938 Fifth Annual New Year's Day Hangar-over party/fly-in. 11:00 a.m. — 2:00 p.m. Contact: "Fast Eddie" Milleman, 219/546-4997.

March 1st — SPRINGFIELD, ILLINOIS

Illinois State Ultralight Safety Seminar.

July 30th thru August 5th — OSHKOSH, WISCONSIN

EAA OSHKOSH '97 — 45th Annual EAA Fly-In and Sport Aviation Convention at Wittman Regional Airport. Contact John Burton, EAA, 414/426-4800.






CHAPTER 563 OFFICERS

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