

Illinois Valley Beacon

February 1997

Volume 4 Issue 2

Breakfast Saturday, February 1st. at *Doc's Mt. Hawley Inn*, 8412 N. Knoxville Avenue, just East of Mt. Hawley Airport, at 8:00 AM. See you there!

Hangar Work Party Last month after breakfast we all brought our cordless screw drivers and installed metal paneling to protect the insulation on the lower portion of the hangar walls. We managed to get both side walls covered.

This month after breakfast we will finish the back wall of the hangar and trim out the whole project! Morrie Caudill has trimmed the remaining sheets of metal paneling to make them easier to hang.

The hangar heat is installed, operational and works great! However, the first Cilco bill was higher than anticipated. That is partly because the cost of natural gas has escalated dramatically this winter.

February Meeting Our next Chapter meeting will be held on Wednesday, the 12th of February, at 7:30 p.m. at our hangar at Mt. Hawley Airport. After the business meeting a video of "Oshkosh '96" will be played.

At our **January Meeting** the chapter membership decided, after much discussion, that we should once again host the visit of the B-17 "Aluminum Overcast". The Bomber will be in town Thursday, June 26th, Friday, June 27th, Saturday, June 28th and Sunday, June 29th..

During the meeting it was decided that for this year's visit we need to be better organized. We should: 1) have more advanced publicity of the visit, 2) schedule the volunteers so that all times of the day are adequately manned and 3) make certain the viewing public does not become a burden on Byerly Aviation personnel.

We have been kicking around the idea of a Fly-In or other fund raiser to keep our finances in the black. We made some money with the B-17 visit last year, and the dates and times will be even more favorable this year. Hopefully Mother Nature will cooperate!

We also decided to have a Christmas Luncheon again next year. Treasurer Al Phipps was directed to make a \$300.00 deposit to reserve the first Saturday of next December at Cater Inn.

Membership **Dues** for 1997 are now payable. If you have not yet renewed, please send your check for \$15.00 to Treasurer Al Phipps. Beginning this year calendars are not included in the dues. If you want a 1997 EAA Calendar, please include an additional \$5.00.

Young Eagles Recently Morrie Caudill received a phone call from the mother of a Young Eagle that he flew last summer. Her son is now a high school freshman. She told Morrie that as a result of his Young Eagle flight, her son is now interested in making some aspect of aviation a career, and they have requested information from Lewis University, Parks College and SIU at Carbondale.

Notam at 3MY When landing on 17, the approach end of the runway has been displaced 500 feet to the south. Contractors are trenching a sewer line from Pioneer Park to the new shopping center north of RLI.

A second Notam should have been issued on Wednesday, January 29th, when Sam Sisk made his famous 5 alarm firefighters chilli and offered a serving to everyone at Mt. Hawley who was brave enough to sample his cuisine!

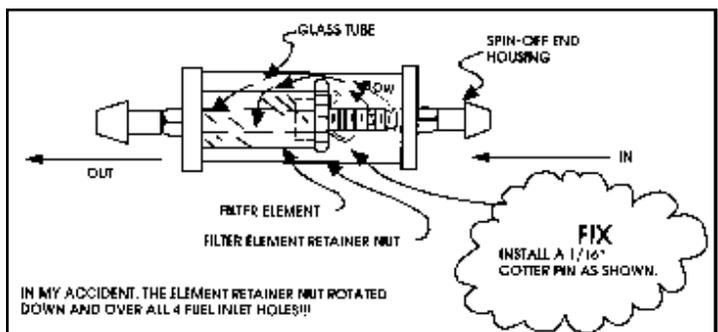
Notice on Purolator Fuel Filter

from Fall 1996 EAA TECHNICAL COUNSELOR NEWS by Kerry J. Sterner EAA #303177

On September 6, 1993, I was forced to make an emergency off-field landing with my Supercat into a Christmas tree farm, resulting in substantial damage to my Cat, but only minor personal injuries. The initial accident investigation focused on the engine because the engine steadily lost RPM after take-off. But I later found the "smoking gun", which was the "Purolator Model Pro-804" In-line Fuel Filter, purchased from C.P.S., but also sold by Wicks and Aircraft Spruce and Specialty Company.

The filter was not defective, but has a "flaw in its design" that allowed a condition to occur that shut off 98% of incoming fuel through the filter. The FAA is in the process of notifying the above suppliers, along with Purolator Products Company about this problem, but if you have one of these filters installed as you read this notice, please **do not fly your aircraft until you perform the fix** as detailed in the diagram below.

Batteries Plus Morrie Caudill reports that the battery in his Cessna 150 died this winter. While searching for a replacement he discovered that "Batteries Plus" in Pioneer Park carries Concorde aircraft batteries. The size



to fit his plane cost \$83.00 plus sales tax and he had the convenience of picking it up locally. If he had ordered the same battery through Trade-A-Plane, it would have cost \$79.95, plus a \$10.00 hazardous materials fee, plus shipping. It was actually slightly cheaper to just go purchase the battery here in town.

Unleaded Avgas

Various aviation organizations, including EAA, have been working (under the aegis of the ASTM) to develop specifications for lead-free aviation gasoline. Due to the many differing interests, progress has been slow.

Meanwhile, the noose of environmental regulation is slowly tightening around the collective neck of general aviation, which now has the dubious distinction of being the last major user of leaded gasoline. A little-known but potentially far-reaching factor is the EPA's proposed Binational Strategy with Canada to reduce or eliminate persistent toxic substances from the Great Lakes basin the two nations share. One of the U.S. challenges in the strategy is to "reduce or replace by the year 2005 alkyl-lead in aviation fuel."

The FAA and the various industry and general aviation interests are trying to come up with new fuel specifications that will benefit the widest possible spectrum of fuel providers and users, but may well end up having their hand forced by regulation beyond their control.

Those of you with EAA auto fuel STC's have nothing to fear, however. You have been in compliance with no lead requirements since the early 1980's.

Congratulations to Morrie Caudill. He is once again a Grandfather. Rachel Jean Pope, born 1/24/97.

FCC License

On December 12, 1996, the FCC made final a temporary rule that eliminated the requirement to have an aircraft radio station license. This action permanently amends the aviation service rules to permit aircraft radio stations to operate domestically without individual licenses. Chapter member Bill Engel reports that an article in the January 1997 issue of "AOPA Pilot" indicates that aircraft owners who renewed their radio station license anytime after July 17, 1994 are entitled to a refund of up to \$63.00.

Joe Fox's Cessna 180 still looks like a plucked chicken. Joe, Sam Sisk and Morrie Caudill all flew down

to Taylorville to take a look at the progress. The plane has been stripped and is being prepared, but as of yet there is not a drop of paint on it!

Calendar

March 1st — SPRINGFIELD, ILLINOIS

Illinois State Ultralight Safety Seminar.

April 6th thru 12th — LAKELAND, FLORIDA

23rd Annual Sun 'n Fun EAA Fly-In and Sport Aviation Convention. Contact: 941/644-2431.

April 26th and 27th — SPRINGFIELD, ILLINOIS

4th Annual Charlie Wells Memorial Fly-In Breakfast.

July 30th thru August 5th — OSHKOSH, WIS

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

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