

Illinois Valley Beacon

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Breakfast Saturday, September 6th. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. See you there!

Last Month There was no August Chapter meeting. Instead, we met for a picnic on Saturday, August 9th, at noon in our hangar at Mt. Hawley Airport. A crowd of approximately 30 was on hand for good food and plane fun!

September Meeting Our next Chapter meeting will be on Wednesday, the 10th of September, at 7:30 p.m. in our hangar at Mt. Hawley Airport.

Young Eagles — “No Spirit”

Our next Young Eagle day is set for Saturday, September 20th, at Mt. Hawley Airport. The EAA has cancelled the appearance of the replica of the Spirit of St. Louis.

On International Young Eagles day, Saturday June 14th, at Marshall County Airport in Lacon, we flew 119 new Eagles. Can we handle the size of crowd we might get with this Young Eagles rally being held closer to the metropolitan area?

We definitely need the entire chapter's support. Chapter Young Eagles Coordinator Brian Briggerman estimates that we will need approximately 10 planes and pilots and another 10 persons acting as ground crew. At the present time we need several more planes and pilots and a number of ground crew members. Anyone wanting to volunteer, please phone Brian at 309/266-4553. The following is the press release Brian sent to the local media.

YOUNG EAGLES FLIGHT RALLY SCHEDULED FOR SEPTEMBER 20TH, 1997

Area young people ages 8-17 will have the chance to take to the skies on Saturday, September 20th, as Experimental Aircraft Association (EAA) Chapter 563 hosts a Young Eagles Flight Rally at Mount Hawley Airport in Peoria, IL.

The rally is part of the EAA Aviation Foundation's Young

Eagle Program, created to get more young people interested in aviation. Volunteer EAA pilots have a goal to provide one million young people an airplane ride by the year 2003 -- the 100th anniversary of powered flight and the 50th anniversary of EAA, the world's largest sport aviation organization.

FREE airplane rides are just a part of the Flight Rally, as the organization hopes to build one-to-one relationships between pilots and young people, giving a new generation a chance to learn more about the possibilities that exist in the world of aviation.

Pilots at the event will also explain more about their airplanes, allowing young people to discover how airplanes work and how pilots ensure safety is the prime concern before each flight.

Following each flight, each young person will receive a certificate making them an official Eagle Flight Member. Their name will be entered in the "Worlds Largest Logbook," which is on permanent display at the EAA Air Adventure Museum in Oshkosh, WI.

Along with flight rallies, EAA members around the world are also flying Young Eagles on an individual basis. Eagle Flight members have already been registered in more than 70 countries.

Young people and their parents attending the flight rally on September 20th, are asked to come to Mount Hawley Airport, 1320 W. Bird Lane, Peoria, starting at 9:00 am to register for their flight. Flights will begin at 9:30, with registration closing at 11:00 am. Parental consent is required.

The free airplane rides will also be offered on Saturday, October 4th, for those unable to attend on the September 20th date.

NorthCentral

Just a reminder to all Chapter members that the North Central EAA Old Fashioned Fly-In at Whiteside County Airport at Sterling/Rock Falls is fast approaching. As one of the host Chapters sponsoring this event, we are expected to provide volunteer workers. For the last several years Chapter 563 has been in charge of the registration table. Be sure to mark the weekend of September 20th and 21st down on your calendars. We need volunteers to man the registration desk Saturday, after the Young Eagles Rally and especially at the Sunday morning Fly-In Breakfast.

Fun-Fly '97

The Heart of Illinois Ultralights will hold their annual Fun-Fly at Logan County Airport in Lincoln, Illinois on Saturday, September 13th. Ultralighters know how to have a good time! This is a fun event. For further information contact: Bruce Wilson, 309/444-3105.

**INTRODUCING -- James W. Monte'e,
GRAND "DAD" OF AVIATION**



submitted by chapter member Bill Rutherford.

Reprinted from March 1, 1951 issue of Civil Aeronautics Administration Region VI Newsletter, Vol. IV, page 2.

"I will live to see the day when we will fly from city to city and from coast to coast -- like birds." The little group stared at the speaker; and one, doubtless voicing the thoughts of the majority, commented pityingly, "The man is mad -- and a fool." And so it seemed when James W. Montee, truly grand "Daddy" of aviation, made his prediction -- in 1893 -- ten years before Orville and Wilbur Wright completed their successful experiments which were to inaugurate a thrilling new era, the air age.



To "Dad" Montee, this reaction was not a new one, for from the age of eight in 1871, when he had first started to talk of "flying machines", he had been known as the "crazy flying machine kid". Today, however, at 88, Dad can look back across the years to these reactions to his insistent and persistent prophecy and then as he does, chuckle a slow pleased chuckle, accompanied by a merry, "I knew I was right", twinkle.

But Dad Montee is more than a prophet who has seen a vision fulfilled. He is distinguished as probably the first to convert a biplane to a monoplane (in 1920-21), the only pilot to make a moving picture reel seen on the screen made by a single pilot and single plane, the forecaster in 1926 of a network of airlines within six years (realized in five), the persistent champion of air safety whose espousal of this cause resulted in the examination legislation which is a requirement today, and as the oldest active licensed pilot in the world, holder of license No. 414 (and A & E license No. 1367), which he obtained in 1927 -- at the age of 65!

Dad's story is an interesting one. He was born on a farm, in a little log house, as he proudly likes to state, in Macomb, Illinois, October 22, 1862. This was his home until he was eleven, when he moved to Kansas and another farm, breaking prairie sod for cultivation with 3-yoke oxen and handling horses. The big city of Dodge City claimed his attention when he was 20, and there he drove a stage coach for two years -- this during the heyday of the 2-gun men when the trigger was law. (Dad reminds us that Boot Hill in Dodge City was no joke.) The next two years found him in Pittsburgh, operating a roller-skating rink. Then he went to Mansfield, Ohio, learned the intricate photography profession, and moved to Fort Scott to open a studio. Three years later, in 1889, wanderlust again seized him, and he found himself on the Pacific Coast, in Salem, Oregon. Here he opened another photography studio, and here he fell in love with a lovely lady whom he courted for three years -- and married. (It was her little brother who, when he saw Dad coming, would call out, "Here comes your flying machine," and it was during the wedding dinner that the opening statement was made).

In 1895, Dad again moved, this time to Redlands to become a citrus grower of oranges and lemons. For six years he continued in this field. But once again he decided upon something new, and in 1901 turned to the building trade, still in Redlands. It was here that his three sons, Kenneth, Ralph and Harold, were born. In 1908 Dad moved his family to Los Angeles, where daughter Pauline was added, and where he continued in the building business until 1921, building single-handed the beautiful home which he still occupies.

It wasn't until after the close of World War I that Dad was to launch out in the field of which he had dreamed as a boy -- aviation. Utilizing his real skill and ability as a builder, Dad with son Kenneth, who had returned from the war an enthusiastic and confirmed pilot, built the first monoplane wing for conversion of a Jenny ever built in this country in 1919-20 -- at a time when the Jenny biplane with its speed of 70 mph was the queen of the air. And Dad had to use all of his persistent persuasiveness to convince Kenneth that the single wing -- the bird -- would fly. Everything had been built (the planes were of wood in those days, covered with linen) -- fuselage, rudders, stabilizers -- and the plane was completely assembled except for the wings.

As Dad tells it, "For two months while we were building the plane, we had argued monoplanes versus biplanes; and then one morning Kenneth came to the plane and said, 'Dad, I couldn't sleep very well, I've been thinking all night about what you said about one wing and decided that you're right.'" Dad paused, then continued happily, "So we hung up interbraced biplane wing assemblies and put on the other." And thus was born the monoplane Jenny, 90 hp, OX5 motor, 152 mph. (This plane was built in a shed on Melrose and Vermont Avenues and then towed to Clover Field, Santa Monica, which at the time was a barley field. This they mowed and raked and cleared so as to have a runway.)

Despite the proved success of the monoplane, the aviation world was still skeptical. One of its top engineers in 1925 insisted, "Dad, you are going to kill yourself and all your boys." To which Dad's confident reply then, as it always had been, was, "Did you ever see a bird with two sets of wings, one above the other? The bird is what we are building." And then Dad proceeded to predict, at a time when 99% of planes were biplanes, that in eighteen years, 99% would be monoplanes.

Dad, growing up near a feeding bed for swans and cranes, had carefully observed and been fascinated by the flight habits and formation of these birds; had examined them closely and noted the six rows of little feathers under the wing below the quill, and the five rows above the quill. He had observed the bird, when taking off, as a plane, run a few steps, flap its wings, thus opening one of the rows of feather, (keeping the other closed), to catch the current, then circle and soar up to a desired current, and then set sail with wings outstretched. And the fruits of this study, the unshakable faith in man's ability somehow to follow suit, culminated half a century later into the monoplane which, although not imitate by the major aircraft

manufacturers until 1928, now in fact does comprise 99% of all aircraft manufactured!

Dad continued with his airplane building, and with his three sons in 1922 became the first commercial flight operator and aircraft builder at Clover Field, building its first hangar. And it was in that year, when he was sixty years of age, that Dad soloed -- in a Jenny 4-JN-4D. Kenneth had taught him and the two boys, Ralph and Howard, to fly, earning for them the title of "the flying family." As Dad tells us, "We did everything -- we started carrying passengers, doing exhibitions, moving pictures, aerial photography, and mosaic mapping and mapped this whole country for Edison Electrical Company and for the oil companies.

Dad and his boys built the first three passenger planes, in 1923, developing a 4 -- passenger model, 180 hp motor with speed of 160 mph. It was his planes built in 1924 and 1925 that won first and second prizes in the National Air Races in New York in 1925. And it was to Dad that Captain Nungesser, the most decorated pilot of World War I, while exhibition flying in this country, detecting trouble, shipped his plane to rebuild and recover.

As Dad continued with his flying, he became increasingly aware of the danger of undisciplined aviation, and for five years worked for legislation to govern the new industry. The Army was in sympathy with his ideas, and on this 64th birthday flew him to Mitchell Field, New York, in a new Douglas 0-2, as its first civilian transcontinental guest. It was during this trip that they told him of air-minded Senator Bingham, whom he looked up, to whom he told his plans for safety legislation -- "that no man should be allowed to fly until he had passed a physical examination by a competent doctor and an oral and flight test by competent authority; that no one should be carrying passengers until he had 50 hours in the air, and that no man should instruct until he had 200 hours in the air." -- and whom he persuaded to come out to Clover Field, Santa Monica.

Senator Bingham had Dad round up the Clover Field operators -- only three of the eight appeared -- to discuss the matter. "The others were so mad at me," Dad twinkled, "that they wouldn't even speak to me. But anyway, the Senator returned to Washington, and in the spring of 1927, put through the legislation, practically work for word."

Dad continued with the story. "Colonel Young (then Major), Chief of the Air Service, brought Captain Parker out here to do the examining and testing, and sent word from his office as to when he would be out to give the flying and oral test. He wanted me to get all the pilots out there to take the flight test the same day. I got seven of them. Before they had said, 'You got the law through, but you'll never get a license -- you're too old.' It didn't matter, even if it meant that I would stay on the ground the rest of my life. The important thing was to have legislation to make flying safe. Anyway, I was one of seven that took the test that day. Three of those seven passed and four failed, and I was one of the three." Dad again paused and chuckled, "And I got the biggest write up." Dad, indeed, at the age of 65, had given the best exhibition in flying for a

license that was ever seen at Clover Field! And he obtained his license!

This license has never lapsed. Since the date of his solo at 60, when he proved fallacious the popular belief that a person over 27 years of age was not fit to fly, Dad has flown on every birthday through his 88th, last year, and has more than 4,000 flight hours to his credit.

He recalls fondly his 85th birthday flight, when he took his daughter, grand-daughter, and great grandson along with him; his 87th birthday flight over 23 different cities in the Los Angeles area in an Aeronca sedan. However, it was on this 88th birthday flight with Douglas test pilot, Captain Jack Armstrong, that he received his greatest flying thrill, flying his 40th and "easiest" to operate aircraft, a DC-6, and being brought down from Downey to the LA International Airport by radar.

Apart from the esteem and love which is accorded to him by aviation circles and celebrities in various walks of life, Dad treasures two special marks of recognition: the addition of his copper wings to the Famous Pilot Wall of Mission Inn at Riverside, after his 85th birthday, and the request last year for his autograph to be included in the album of a Dallas lady whose collection contains those of distinguished people in all fields -- Queen Victoria, King Alfonso, Kaiser Wilhelm II, Andrew Carnegie, Andrew Mellon, Thomas Edison, numerous presidents, statesmen, military greats, philanthropists.

We pay special tribute to "Daddy" Montee as sort of Dad of CAA. For it is CAA which is engaged in performing the inspection and insisting upon the high standards which Dad had sought when he was working for the "inspection of air facilities, and examination of the men licensed to handle them, which would keep bad planes out of the air and incompetent pilots out of the planes."

MEIGS TO RECEIVE GPS APPROACH, MAY GET BRITE SCOPE: Officials in Chicago have finally dropped their opposition to improvements they agreed to earlier and are backing FAA implementation of a GPS approach procedure for the embattled lakefront airport. The deadly July 19 mid-air collision may result in another improvement to Meigs: a BRITE radar repeater scope to help controllers identify and sequence local traffic. Reprinted from AVflash 3.35.



wet, so no \$2 billion each in savings. Reprinted from Avflash 3.34.

SUPERIOR PAIN: ENGINE-PARTS MAKER DUCKS INTO CHAPTER 11 CLOUD

Superior Air Parts, whose development of after-market engine parts has driven down the cost of engine overhauls, has moved under the protection of Chapter 11 bankruptcy, giving the Dallas company a shot at reorganizing its debts and obligations. Things will get better, the president wrote to dealers and customers. But some soothsayers predict that a Chapter 7 liquidation of Superior is not out of the question, an event that might send the cost of replacement parts for Continental and Lycoming piston engines skyward. One wag cracked, "It's ironic they named their cylinders 'Millennium' 'cause it looks like they might not be around to see it." Reprinted from Avflash 3.34.

DYNA-CAM MOVES AHEAD WITH ENGINE-PRODUCTION:

After years of work, hype, 40 prototypes, and more than a few disbelievers, as well as FAA type certification, Dyna-Cam has successfully tested its first, 200-horse, production unit. For now the unconventional piston engine is only available for the homebuilt and experimental market. Reprinted from Avflash 3.34.

AWARD WINNING BUSH FLYING GUIDE IN SECOND PRINTING:

The long-awaited second printing of the award winning "F. E. Potts' Guide to Bush Flying" is now available. Details at http://www.fepco.com/Bush_Flying.html. Reprinted from Avflash 3.34.

OSHKOSH -- ACCIDENT TALLY...

Despite the excellent safety record of the controllers, pilots and coordinators who each summer turn OSH into the busiest airport on Earth, accidents do happen. This year, unfortunately, was no exception. So far, AVweb is aware of six accidents involving aircraft headed to or from OSH, with at least nine fatalities. **...AND OSHKOSH STATISTICS** On the up side, however, some amazing -- and much more favorable statistics -- come out of OSH each summer and this year was certainly no exception. Among them: this year's event drew some 840,000 attendees, the second-highest number in the fly-in's 45-year history; more than 11,000 aircraft flew to the OSH area (Oshkosh, Appleton and Fond du Lac) for the event, including 2,648 for display, also the second-highest total ever. Mark your calendar: next year's Oshkosh event will be held from July 29 through August 4. Reprinted from Avflash 3.33.

CESSNA LAUNCHES STATIONAIRS -- Cessna Aircraft Co. announced that initial production of the 206H had started and that production of the T206H Turbo Stationair would start soon. The tab for the robust single load hauler: \$289,900 for the normally aspirated six-seater,

NEW PAVEMENT PROGRAM: The FAA announced last week that it is making funds available for the routine maintenance of runways, taxiways and parking ramps. The program is designed to extend the useful life of pavement at smaller airports where maintenance -- normally a local requirement -- may be delayed due to the costs involved. The hope is that a few dollars of prevention is worth a lot more dollars of cure. Reprinted from Avflash 3.35.

MISS ASHLEY, DEBUTANTE AT RENO:

Perhaps the ultimate collection of aircraft parts flying in close formation, the hybrid **MISS ASHELY II**, has completed flight tests and will race at Reno next week. The Unlimited Class racer consists of a scratch-built P-51 Mustang fuselage, Learjet wing panels and rear horizontal stabilizer, a Rolls Royce Griffon engine and a landing gear from a mixture of Aerostar uppers, Cheyenne lowers, Cessna 421 retractable struts, Caravan wheels and brakes, and Gulfstream nose tires. No word was available on who is actually forced to maintain it or whether they have experience with all these aircraft types. Reprinted from Avflash 3.35.

READ BEFORE VISITING YOUR AME:

The third edition of Dr. Richard Reinhart's award-winning "FAA Medical Certification - Guidelines for Pilots" is now available from the Iowa State Press (800-862-6657). This is a complete guide about what to expect from your AME and how to work with the FAA. Reprinted from Avflash 3.35.

SHORT FINAL...

AVweb reader John Frank (executive director of the Cessna Pilots Association) spotted this graffiti scrawled on the inside of a fiberglass Port-A-Potty honeyhut at Oshkosh '97:

"I could've been a Glasair."

Reprinted from Avflash 3.34.

SHORT FINAL...(continued)

Overheard on the flightline at Oshkosh last weekend:

"Honey, you just have to stay for the B-2. It's so stealthy that you're not going to see it when it goes by."

Reprinted from Avflash 3.32.

GREMLINS II: SUNLIGHT, WATER CUT B-2'S CREDIBILITY

Remember the movie "Gremlins," when the cute little Mogway gets wet and mayhem breaks out? Last week the GAO let the world in on the secret that the B-2 loses its maximum-stealth capability when wet. Water seems rougher on its composite structure than on common old aluminum. Unfortunately, unlike gremlins, it doesn't multiply when

\$324,900 for the turbo, when deliveries begin next year.

CESSNA TAKING NOTES FROM BOEING? --

With more than 500 new singles already sold and about 375 built, Cessna announced a 20-year order for 300 singles from Embry-Riddle as well as an order for 20 172s from the Civil Air Patrol.

AND CESSNA IS BACK TEACHING, AGAIN --

Cessna pilots and aviation video instruction impresarios Martha and John King made a lot of Citation flights to Wichita while developing a slick new CD-ROM based ground school package for Cessna Pilot Centers. One of our favorite aviation humorists, Rod Machado, is the CFI star of the videos. Reprinted from Avflash 3.32.

LANCAIR LANDS PROVISIONAL T.C. FOR COLUMBIA FOUR-SEATER

The folks at Lancair were all grins at Oshkosh on Sunday after FAA-boss-to-be Jane Garvey dropped by to award a provisional type certificate for the new Lancair Columbia. The four-place, fixed-gear, carbon-fiber design has a cruise speed in the 220 mph range. Final T.C. should be in hand by Sun `N Fun. Reprinted from Avflash 3.32.

NALL REPORT DETAILS SAFEST YEAR YET FOR GA --

The AOPA Air Safety Foundation has looked beyond raw 1996 GA safety data, the best yet, for the trends that tell us how well we do in different circumstances. The Nall Report is published in the name of the late Joe Nall, NTSB member, GA pilot and CFI who died in 1989 while on the job in South America. Reprinted from Avflash 3.32.

\$10 MILLION PRIZE OFFERED FOR PRIVATE SPACESHIP:

None other than Burt Rutan was on hand at Oshkosh to announce the new \$10 million "X Prize" for the first private spaceship capable of lifting three humans to a 100 km suborbital altitude on two consecutive flights within a two week period. And he was dead serious. A group called The New Spirit of St. Louis is raising the prize money. Sixteen international teams have entered the competition, with the American team's first prototype set to fly September 15th. Reprinted from Avflash 3.31.

1998 EAA Calendars Last call, if you want a 1998 EAA Calendar, contact Chapter Treasurer Al Phipps at 693-2943. We will only order enough calendars to meet our needs.

Calendar of Events

SEPTEMBER 5th thru 7th -- Brodhead, Wisconsin
Grassroots Fly-In. Contact: 414/966-7627.

SEPTEMBER 5th thru 7th -- Blakesburg, Iowa
WWI Fly-In. Contact: 515/938-2773.

SEPTEMBER 6th -- Chicago, Illinois
Airshow.

SEPTEMBER 6th & 7th -- Marion, Ohio
MidEastern EAA Fly-In. Contact: 513/849-9455.

September 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.

SEPTEMBER 7th -- Swanton, Ohio
Toledo Airshow with Golden Knights.

SEPTEMBER 7th -- Dubuque, Iowa
EAA Chapter 327 Fly-In/Drive-In Breakfast. Contact: 319/583-2413.

SEPTEMBER 11th thru 13th -- Reno, Nevada
Air Races with Leapfrogs

SEPTEMBER 13th -- Lincoln, Illinois
Heart of Illinois Ultralights Fun Fly-In. Contact: 309/444-3105.

SEPTEMBER 14th -- Mt. Morris, Illinois
Fly-In Breakfast at Barnett Field, Ogle County Airport. Contact Dr. Glen Orr at 815/732-7268.

SEPTEMBER 14th -- Danville, Kentucky
Great American Air Fest.

SEPTEMBER 18th -- Reno, Nevada
152 AW 50th Anniversary Event. Tel: 702/788-5256

SEPTEMBER 19th thru 21st -- West Chicago, Illinois
DuPage Airshow with Leapfrogs

SEPTEMBER 19th thru 21st -- St. Louis, Missouri
Monocoupe Club Fly-In. Contact: 703/590-2375.

SEPTEMBER 20th -- Rhinelander, Wisconsin
NAA Colorama Fly-in.

SEPTEMBER 20th & 21st -- Rock Falls, Illinois
Annual North Central EAA Old Fashioned Fly-In. Contact: 630/513-0642.

SEPTEMBER 20th & 21st -- Youngstown, Ohio
Airshow with Thunderbirds and Golden Knights

SEPTEMBER 21st -- Hinkley, Illinois
EAA Chapter 241 Fly-In Breakfast. Contact: 815/758-8434.

SEPTEMBER 21st -- Peru, Illinois

Illinois Valley Flying Club 11th Annual Fly-In/Drive-In Breakfast, Illinois Valley regional Airport. Contact: Chuck Studer at 815/223-2003.

SEPTEMBER 27th & 28th -- Smyrna, Tennessee



Southwest Regional EAA Fly-in.
Contact: 512/388-7399.

OCTOBER 12th -- Muskogee, Oklahoma
Airshow.

OCTOBER 25th & 26th -- Tulsa, Oklahoma
Centennial Celebration Airshow with Blue Angels and Golden Knights.

Aviation Days with Blue Angels.

October 5th — 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 9th thru 12th -- Mesa, Arizona
Copperstate Regional EAA Fly-in.

OCTOBER 10th thru 12th -- Evergreen, Alabama
Southeast Regional EAA Fly-in. Contact: 334/765-9109.

OCTOBER 10th thru 12th -- Willmington, Delaware
East Coast Regional EAA Fly-in. Contact: 302/738-8883.

OCTOBER 17th thru 19th -- Kerrville, Texas

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