

Illinois Valley Beacon

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Breakfast

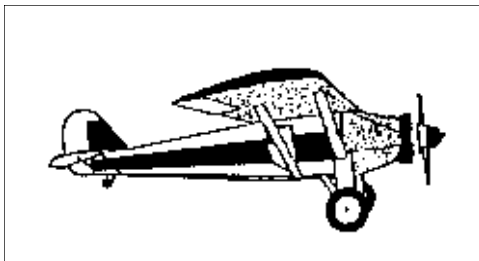
Saturday, November 1st. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. After breakfast we will be flying Young Eagles.

There are twenty to twenty-five young people who either didn't get a chance to fly at our previous Young Eagles Rallies or who heard about those events and have asked for a ride. We need some volunteers to take these Eagles soaring after breakfast Saturday!

Christmas Luncheon

Our Annual Chapter Christmas Luncheon will be held on Saturday, December 6th, at Barrack's Cater Inn, 1224 W. Pioneer Parkway. A social time with hot apple cider will begin at 11:30 a.m. and a buffet lunch will be served at noon.

The cost is \$14.75 per person. Please use the enclosed envelope to mail your Luncheon reservations to Sam Sisk, or phone Sam at 243-5729. Reservations must be received by Monday, December 1st. We need an exact head count at that time!



Our featured speaker will be Rick McDermott. Rick is currently a 727 Captain and an instructor pilot for UPS. He will be telling us the history of "Charles Lindbergh and "Lindy's" ties to Central Illinois, including Peoria.

McDermott is a member of the CAL./NS-211 Society (an organization to perpetuate the memory of the man and the machine). When Lindbergh was unable to land at Peoria, he headed southeast and eventually bailed out near Bloomington. The airplane came to rest within 500 feet of Rick's Grandfather's farm. This event piqued Rick's interest and he has developed a unique presentation about Lindbergh.

While a student at Illinois State University, Rick was hurt playing sports. With time on his hands and a friend who was a pilot, Rick became hooked on aviation. Three months later, he was a private pilot.

Rick worked for Clark Aviation, sold airplanes for Watch-a-McCollom in Danville, and later in California. He worked for Evergreen International Airlines and eventually UPS.

McDermott currently holds an ATP and a CFII rating. He owns a Cessna 182, and just recently acquired a Cessna 310. A family man, he lives in southern Indiana near Louisville.

November Meeting

Our next Chapter meeting will be on Wednesday, the 12th of November, at 7:30 p.m. in our hangar at Mt. Hawley Airport. The major item of business on the agenda will be the election of Chapter Officers for 1998.

A Nominating Committee, consisting of Ron Wright, Joe Rex and Dennis Mellen, make the following recommendations for Chapter Officers in 1998: For President, Sam Sisk; For Vice President, Joe Rex; For Treasurer, Ron Wright; For Secretary, Morrie Caudill; For Newsletter Editor, Dennis Mellen; For Technical Advisor, Al Lurie; For Young Eagles Coordinator, Joe Rex; and For Flight Advisors, Jim Hannemann, Sam Sisk and Ron Wright.

Nominations will be accepted from the floor and we certainly don't want anyone to feel left out. If you want to take an active roll in Chapter affairs, please speak up at the November meeting. With additional people involved in leadership our Chapter will be stronger!

The Hangar Committee will present a proposed budget for 1998 at the November meeting and volunteers are needed to serve on the Hangar Committee next year.

Last Month

Our Chapter met on Wednesday, the 8th of October, at 7:30 p.m. in our hangar at Mt. Hawley Airport. Our surprise guest speaker was Ray Stanton of Arlington, Washington. Ray was in town to visit his good friend, Joe Fox. Stanton flew 35 missions in B-17's over Germany during WWII. He also had some experience in B-24's.

Once his B-17 was shot up over Berlin by 20 mm fire and they managed to nurse the plane back home. The aircraft looked like Swiss cheese, with several holes in the wing that a man could walk through without touching the sides. When they landed back in England, they turned off the taxi way and shut the engines down right there. The aircraft was in such bad shape that the ground crews scrapped it right where it stood. Ray did get a "Purple Heart", but he said it wasn't much, other guys were hurt worse.

Ray said that usually they made their bombing runs between 28,000 and 32,000 feet. However, one time they came in low at 5,000 feet to hit a bridge in France.

Usually they had P-38 and P51 escorts for their runs. However, the fighters would meet the bombers over Europe, because the fighters were so much faster than the B-17's.

On one day they lost 71 "Heavies" with 10 man crews. There were over 3,000 bombers in the air that day and they had all launched within 1 1/2 hours of one another!

Stanton related that on one occasion they were at 27,000 feet and he had to find relief! He used the portable oxygen bottle to climb back to the cat walk between the bomb racks and he told the co-pilot to open the bomb bay doors when he yelled. It was 45 - 50 degrees below and he had a great deal of difficulty just getting his flight suit off!

Thanks to all who flew Young Eagles!

We had a very successful year flying Young Eagles and I want to thank everyone who participated in all of our activities. It would be impossible for me to mention



everyone for fear of missing someone.

We flew the ROTC and CAP in March and then after we got some publicity from the Journal Star, WEEK, WHOI and WMBD, we flew 119 Eagles on June 14th, 146 on September 20th and 113 more on October 4th.

There was a very positive article in the Journal Star on September 29th and the local television stations were out to interview the Young Eagle participants. This really generated some interest.

The EAA Volunteer Spirit made it all work. The ground help got the tough job in getting the candidates lined up and escorting them to the flight line and seeing that the certificates got awarded.

We also had some national EAA members who were not Chapter members contribute their time and the use of their airplanes. I mention them only to let you know how others feel about this program. Bill McNight loaned the use of his airplane on June 14th at Marshall County. Al Jennings and Mike Martiny let Ron Wright fly 24 Young Eagles in their airplane on October 4th. Mac and Jean McLaughlin donated the use of one of their airplanes to Tim Perczak. Cathy Arkwell rented a plane from North Point Aviation and Millard Dailey also flew his 182 for us. Jeff Michael helped us out on June 14th when we were overwhelmed with only 3 ground support personnel. Again these are ONLY the contributions by non Chapter members that I am aware of.

As Chapter Young Eagles Coordinator, I would like to personally thank everyone who helped out, both member and non Chapter members. It was gratifying to me to see so many young people get a chance to experience flight for the first time with us.

As I pass the Young Eagles Coordinators job on to Joe Rex next year, I want to personally thank each and everyone that helped with this program over the last five years. It has been great to work with all of you!

As a footnote, on Saturday, November 1st, Joe Rex and I are planning to fly a group of Young Eagles that he was contacted about and pick up some that came out on October 14th, but did not get to fly for one reason or another.

Aeronautically Yours, Brian Briggerman

Christmas Dinner

The Heart of Illinois Ultralight Club is hosting a Christmas Dinner Party on November 15th at 6:00 p.m. at the Lariat Club in Peoria. Guests may order off the menu! Please RSVP to Gary Weiss, 1116 Upper SpringBay Rd., East Peoria, IL 61611 or phone at 698-7622.

Fred and Ethel?

Joe Fox has received post cards from all over the United States and Canada from Fred and Ethel. What Joe would like to know is "Who the heck are they?". If you have any idea who they might be, be sure to let Joe know.

Video Needs

Unfortunately the Chapter is in need of a TV and VCR. Both of the units we had at the hangar were recently trashed when the shelf they were resting on tipped over.

'HANDS-ON' EXPERIENCE AT ADULT AIR ACADEMY

Adults who want to discover and develop aviation building and restoration skills are invited to receive "hands-on" experience from some of aviation's best artisans during the 1998 EAA Adult Air Academy sessions. There are two sessions scheduled, Feb. 15-21 and Feb. 22-28, 1998.

The Adult Air Academy, which will be held at the EAA Aviation Center in Oshkosh, evolved from the highly successful EAA Air Academy for young people. Participants can explore the basic skills of aviation or concentrate on one or more airplane building and restoration topics.

"The Adult Air Academy offers much more than a

classroom experience," said EAA Aviation Foundation President Tom Poberezny. "It is an opportunity to share common interests with fellow aviation enthusiasts. Those who participate learn about the technologies and techniques of building and restoring airplanes. More importantly, the unique learning environment of the EAA Aviation Center creates experiences and friendships that last a lifetime."

Chuck Larsen, the Foundation's Education Director, explained that classroom and workshop activities are included for all participants in the Adult Air Academy.

"There is a wide range of activities that can be as detailed as the individual participant wants," Larsen said. "That includes techniques such as welding, fabric covering, woodworking, sheet metal work and composites. We offer participants an opportunity to learn under the watchful eyes of experienced instructors."

The first session will emphasize basic aircraft maintenance, building and restoration skills. Air Academy staff will share methods and skills required to successfully build, restore, and maintain aircraft. The project during this session will be a Cub replica.

During the Feb. 22-28 Academy session, participants will construct a Loehle Sport Parasol, which uses skills required in building many types of aircraft. Loehle Aircraft Corporation staff will join Academy staff and participants to fabricate this very light homebuilt aircraft.

Luncheons will include EAA staff presentations describing highlights of EAA programs and activities. Four two-hour workshop sessions each day include a complete overview of basic aircraft building skills.

"In addition to the workshops, participants will have opportunities to explore the EAA Air Adventure Museum and EAA Aviation Center, as well as become familiar with many of the aircraft and resources available here," Larsen said. "The camaraderie developed between participants and staff will surely be the basis for many lasting friendships."

Registration for the EAA Adult Air Academy is \$800 per person per week. Registration includes accommodations (double occupancy), meals, transportation while in Oshkosh plus all materials and supplies. Those who register before Jan. 10, 1998, will receive the complete set of renowned Tony Bingelis aircraft building publications free of charge.

The EAA Aviation Foundation also offers resident aviation programs for young people and a variety of internships for aviation students and professionals.

For more information on the Adult Air Academy or any of the Foundation's education programs, call toll free 888-EAA-EAA9 (888-322-3229) or 920-426-6815. You may also write to the EAA Aviation Foundation Education Office; P.O. Box 3065, Oshkosh, WI 54903-3065, or contact EAA's World Wide Web site at www.eaa.org. You

may also e-mail the Education Office directly at education@eaa.org.

PROVISIONAL TYPE CERTIFICATES: ANOTHER MAJOR STEP FOR HOMEBUILT AIRCRAFT

Where are tomorrow's small aircraft coming from? This year may provide that answer and prove to be a watershed for the personal aircraft industry.

Lancair's Columbia 300 became the first airplane born of the homebuilt movement to receive a Provisional Type Certificate during the 1997 EAA Fly-In Convention at Oshkosh, Wis. The Cirrus SR20 is not far behind.

Lancair and Cirrus are the farthest along at becoming manufacturers of certified aircraft. While they represent the vast potential - and dynamic new designs - offered by today's "homebuilt" aircraft, they may also be key elements in the aviation community's industry-wide efforts to get more people involved with flying.

"Today's homebuilt aircraft demonstrate tremendous growth in terms of performance and the use of contemporary technologies," said Experimental Aircraft Association (EAA) President Tom Poberezny. "They are meeting the needs of potential builders who have become accustomed to new and higher standards as a result of other aspects of their daily lives. Instead of having to buy what has basically been available for the past three or four decades, new homebuilt designs are being developed to meet the expectations of a new generation of consumers who have been heavily influenced by the automotive, motorcycle and marine industries."

Poberezny said that while the Columbia 300 and the SR20 are to be certificated in the Standard Category, their development relates closely to EAA's efforts to develop a simplified certification compliance program for small aircraft. The program, which began as an EAA initiative in 1991 and implemented over the period since that time, was formulated by EAA, FAA and the Small Aircraft Manufacturers Association (SAMA). Its purpose was to develop alternative methods of compliance that are reasonable in cost and able to meet established high safety standards while incorporating new technology.

As a result, the Quicksilver GT 500 has been certified under the Primary Category and the Diamond Katana and Zenair's CH-2000 have been certified under the JAR/VLA options. Another Australian design, the Seabird Seeker, has just received its FAA certification we well.

"If anyone questioned whether our efforts in the early 1990s were worthwhile, they should consider that five years ago, there were perhaps four or five general aviation certification projects underway," Poberezny said. "Today, there are more than 40 active projects. More than a dozen

of those are within the Primary Category."

Poberezny said it was most appropriate that the Provisional Type Certificate for the Columbia 300 was presented at the EAA "Oshkosh" Fly-In Convention.

"EAA and its members can be proud of the important role that the amateur-built aircraft program has played in the aviation community over the past three decades," he explained, "and there's no better example than our annual Fly-In. 'Oshkosh' is an excellent example of EAA's year-round programs and activities condensed into one week, as well as a celebration for milestones of progress."

Poberezny also praised FAA and the aircraft manufacturers for their efforts during the certification process.

"The provisional type certificate awarded to Lancair for the Columbia 300 shows what can be accomplished by working together," he stated. "The cooperation between government and industry has been exemplary. We hope this momentum will carry over into other areas as we plan for aviation's future growth."

Request from the Hangar committee: Please leave no open or exposed food in the hangar. It attracts pests. The hangar committee and tenants thank you.

WATCH YOUR PROFILE You soon can be pulled over by airport security for exceeding an algorithm. The Justice Dept. Civil Rights Division has concluded that the FAA's proposed Computer Assisted Passenger Screening Program, or CAPS, computer-based security screening upgrade at airports does not violate the civil rights of passengers. Just trust them, they say. Reprinted from AVflash 3.40.

AIRLINE DEREG SLAMS SMALL TOWNS -- EXPENSIVELY It was surprising to hear long-time DOT bureaucrat Patrick Murphy, Deputy Assistant Secretary of Transportation, admit that anti-competitive airline practices put new entrants out of business and turns fair breaks for communities into fare breaks for the dominant few. Now DOT is looking at airline competitive practices and into slot redistribution. Reprinted from AVflash 3.40.

WILLOUGHBY TAKES IT BACK -- LOST NATION STAYS OPEN AOPA president Phil Boyer and legal boss John Yodice barely got the ink dry on a Part 16 complaint with FAA and a threat of legal action against Willoughby, Ohio, before the city brain trust backed off plans to close Lost Nation Airport. Reprinted from AVflash 3.40.

NEXT IN AOPA'S CROSSHAIRS: FCC'S ZONING PREEMPTION NPRM AOPA is leading a fight against an FCC NPRM to allow

federal preemption of local zoning laws and FAA oversight in its zeal to spread digital television fast enough to make itself, the networks and set-makers happy. Of course, what pilot would oppose a too-tall TV tower right on approach? Reprinted from AVflash 3.40.

IFR AT LAST? CHICAGO DROPS IFR OPPOSITION FOR MEIGS The FAA said last week that The City of Chicago had finally dropped its opposition to development of instrument-approach procedures for embattled Meigs Field, clearing the way for GPS approaches. About time they lived up to their side of the bargain that re-opened Meigs. Reprinted from AVflash 3.40.

REVOLUTION HELICOPTER ISSUES AD Missouri's Revolution Helicopter Corp. has issued a number of letters in the past months, labeled as Airworthiness Directives, requiring fixes to the transmission and checks of the rotorhead swash plate of its Mini 500 copter. The cost of fixes is to be borne by customers and they are spurring some customer protests. Customers have complained of delays in getting parts and feel that failures in mid- to low-double-digit flight hours should be the company's responsibility. Revolution says their warranty policies are industry standard and they are providing fixes at cost. Reprinted from AVflash 3.40.

MARATHON WOMAN FINDS DOWNED AVIATORS, RUNS FOR HELP Runner Lynn Bjorklund ran to the scene of a Baron crash Sunday in the Pecos Wilderness, 30 miles northeast of Santa Fe, then six miles to the nearest phone, then guided rescuers back to the scene and the two burned and injured occupants. Both survived due to her efforts. Now, those are a pair of legs! We're short of breath just thinking about it. Reprinted from AVflash 3.40.

TRACON CONTROLLERS GASSED Flight Ops at both Chicago O'Hare and Midway came to a near standstill Saturday when fumes from a building next door inundated the TRACON in Elgin, Ill., forcing controllers out of the facility. Controllers were allowed back into the building after about an hour and 20 minutes. Midway was shut down for nearly an hour while O'Hare allowed only a limited number of arrivals. Reprinted from AVflash 3.40.

IATA JOINS SAFETY CHANT: Traffic growth in the next 12 years will result in an air disaster a week, the International Air Transport Association warned last week -- unless the rate is improved. Reprinted from AVflash 3.40.

FUTURE CHICAGO AIRPORT NOTHING BUT PLUSES? There seems to be no down side to a proposed South Suburban Chicago Airport, forecasters said in a draft of the

Environmental Assessment released last week -- only new jobs and billions in annual salaries and new visitor spending -- with no effect on either O'Hare or Midway. That's the state DOT's opinion, in any case. Reprinted from AVflash 3.40.

BOSE STEPS UP RECALL EFFORT:

Bose stepped up its efforts to recall Series II headsets made prior to June 1997 and has asked dealers for names of purchasers of those units. Bose says overheating and smoking are possible, and wants the headsets back to modify their circuitry. Reprinted from AVflash 3.40.

MORE PLANES TAKEN:

Aircraft thefts 33 and 34 were reported by ACPI, a Challenger II kitplane from Arlington, Mass., and a Cessna 150 from Fullerton, Calif. Unconfirmed are reports of another 210 stolen from the L.A. area. Reprinted from AVflash 3.40.

Psssst...Hey Buddy, Wanna Buy An Airline?

Step right up, folks, this one likely won't last long. One of the more colorful airlines in North America -- Pan Am Air Bridge, formerly Chalk's -- is up for sale. The carrier serves South Florida with a fleet of Grumman Mallard amphibians and has done so since 1919. Clients over the years have included Al Capone and Howard Hughes, among others. The airline was bought by Craig Robins for \$5 million in January 1996 and, after dropping Key West as a destination and adding points in the Bahamas, revenues have increased 42 percent. The asking price? Only \$7 million. Reprinted from AVflash 3.41.

Cost Of Flying Goes Up Again

NOAA announced some small price increases on NOS aeronautical charts, effective October 1. Sectionals and WACs went up a quarter to \$7.25 each, with Alaska sectionals \$4.25 each. Terminal area charts remained at \$4.00 each. A full set of U.S. IFR Enroute Low-Altitude Charts is \$56.25 for one-time sale, \$275.10 for an annual subscription, with seven updates. A full set of 20 bound approach plate volumes costs \$64.80 for one-time sale and \$296.80 for an annual subscription. All seven Airport Facility Directories for the full U.S. will set back a pilot some \$27.65 for a one-time purchase or \$129.85 for an annual subscription. NOS charts may be ordered by phone (800-638-8972 or 301-436-8301) or fax (301-436-6829). Reprinted from AVflash 3.41.

NEW US AEROBATIC TEAM PICKED FOR 1998 WORLD COMPETITION:

Meet the new U.S. Aerobatic Team headed to next August's world championship competition in Slovakia: Diane Hakala, Debbie Rihn-Harvey, Ellen Dean, Kirby Hambliss, Matt Chapman, Mike Goulian, Phil Knight, and David Martin. Congrats, folks, and good luck. Reprinted from AVflash 3.42.

SENSENICH DOUBLES PROP TBOS TO 2,000 HOURS:

It's official. Part 135 operators of Sensenich's fixed-pitch props may now fly 2,000 hours between reconditioning, up from 1,000. The savings: \$300 to \$400. Reprinted from AVflash 3.42.

NEW PRESIDENT TAKES THE YOKE AT MOONEY:

William J. Skibbe became president and CEO of Mooney Aircraft Oct. 17, taking over from new company owner and chairman Paul S. Dopp. Reprinted from AVflash 3.42.

A NEW LOW -- AOPA CHALLENGES PROPOSED WEST TEXAS BRONCO MOA:

The DOD wants too much by proposing an 8,000 msl MOA floor over terrain higher than 4,000 msl, AOPA said last week. Seems tight to us, too. Reprinted from AVflash 3.42.

MAJOR NEW AOPA PROGRAMS ANNOUNCED

AOPA announced the creation of its new Airport Support Network, a program dedicated to defending general aviation airports through local action as well as an exclusive partnership with Embry-Riddle Aeronautical University to complement the education of ERAU students. Reprinted from AVflash 3.43.

GRUMMAN SINGLES RESURRECTED IN MARTINSBURG

If this keeps up, the folks in Wichita are going to start wondering. The latest move to revive a formerly thriving aircraft brand came earlier this month when TLM Aerospace Inc. announced it had selected Martinsburg, West Virginia as the site for a new factory to manufacture the former Grumman American line of light aircraft, including the former Tiger and Cheetah models. Reprinted from AVflash 3.43.

AOPA, FAA DEVELOP ALTERNATIVE TO AD PRECISION AIRMOTIVE VENTURIS

Working with the FAA's Aircraft Certification Office in Seattle, AOPA has successfully developed an alternative means of compliance with an Airworthiness Directive affecting thousands of aircraft owners with carbureted engines. Under the "alternate means of compliance" procedure, aircraft owners can comply with the terms of the new inspection procedure before it becomes official, thereby avoiding the expense and potential problems of replacing the old venturi as required under the AD. Reprinted from AVflash 3.43.

A KINDER AND GENTLER FAA MEDICAL OFFICE?

The FAA's medical certification branch is showing signs of being more accommodating to pilots dealing with HIV, in a move that holds promise for accommodations in other areas as well. According to sources, the agency is putting the finishing touches on a protocol to allow otherwise healthy HIV

positive pilots, without serious complications from their medicines, to obtain a medical certificate. The efforts to rationally consider cases involving normally disqualifying medications on a individual basis is sure to help many. Reprinted from AVflash 3.43.

CLEVELAND, WE HAVE A PROBLEM...

How many runway incursions does it take to constitute a "problem?" At CLE, it took 19 such events since January to get both Cleveland city officials and the FAA off the dime. The situation even sparked a mini-disagreement between city leaders, with Mayor Michael White saying he would not hesitate to fly out of CLE with his two children while Cleveland Ports Director William Cunningham called a news conference to tell reporters: "Do we have a safety problem? The answer is yes." Reprinted from AVflash 3.43.

PAIR PENALIZED PLOTTING TO PURLOIN PLANES:

The problem with most people who plan to steal an aircraft is that they don't think big enough. Not so Fred A. Fuchs of Los Lunas, New Mexico -- former assistant director of aviation for the U.S. Forest Service -- and Roy D. Reagan of Medford, Oregon. Last week, the pair was convicted in federal court of plotting to pinch 22 U.S. Air Force C-130A transports and six U.S. Navy P-3A submarine attack planes worth some \$20 million. Both said they would appeal. Reprinted from AVflash 3.43.

AA PILOTS PUSH FOR ENHANCED CFIT PREVENTION TECHNOLOGY:

The Allied Pilots Association (APA) Board of Directors, representing pilots at American Airlines, last week unanimously voted to seek implementation of a four-dimensional display system to warn crews of potential controlled flight into terrain (CFIT) accidents. American Airlines is already committed to installing Allied Signal's Enhanced Ground Proximity Warning System (EGPWS) onboard its aircraft. Reprinted from AVflash 3.43.

SHORT FINAL... The student pilot radioed for taxi instructions, sounding pretty nervous. When the tower asked if he was departing IFR or VFR, his reply was: "No, I'm G.I. Bill." Reprinted from AVflash 3.43.

Pilot: Request a flightlevel between FL210 and FL250
ATC: Roger, you can have either 230 or 250...which would you like? Pilot: Affirmative. ATC: Affirmative what? Pilot: Affirmative...SIR? Reprinted from AVflash 3.40.

During a heavy traffic period, pilot comes on Center frequency, speaking in slow Texas drawl: "Good afternoon Houston Center, King Air 12345 checkin' in with ya'll, VFR at eighteen-five." (long pause) "Ah, King Air 12345, sir, you can't be VFR at eighteen-five." (shorter pause) "Sure we can, Center. We're flyin' a Super King Air!" Reprinted from AVflash 3.41.

Pilot to ATC: "...it's rougher than a stucco bathtub up here!" Reprinted from AVflash 3.42.

FOR SALE

Save a year or two on your KR-2. KR-2 minus outer wing panels and engine, slight damage. \$800 Lou Carr, 691-8927.

1997 Chapter 563 Officers

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