

Illinois Valley Beacon

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Volume 4 Issue 12

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 begins at 11:30 a.m. and a buffet lunch will be served at noon.

There is still time to make reservations. The cost is \$14.75 per person. Use the return envelope that was with your November newsletter to mail your Luncheon reservations to Sam Sisk, or better yet, phone Sam at 243-5729 to add your name to the list of confirmed reservations. We need an exact count of the number who will be attending by Monday, December 1st!

The featured speaker will be Rick McDermott. Rick is a 727 Captain and an instructor pilot for UPS. He will be telling us some of 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). Back when Lindbergh was flying the mail, there was a time when he was unable to land at Peoria, Lindy headed southeast and eventually bailed out near Bloomington. The aircraft 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.

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

McDermott 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.

Rick 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.



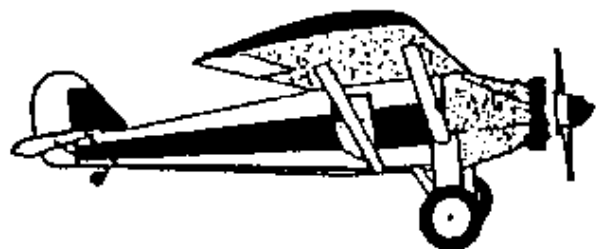
Last Month Our Chapter met on Wednesday, the 12th of November, at 7:30 p.m. in our hangar at Mt. Hawley Airport.

Chapter Secretary Joe Fox read the minutes of the November meeting and Treasurer Al Phipps made a financial report. The Nominating Committee made 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.

Bill Engel made the observation that according to our Chapter by-laws, the only elected officers are the President, Vice-President, Secretary and Treasurer. A motion was made and seconded to accept the recommendations of the Nominating Committee. President Morrie Caudill asked if there were any nominations from the floor. Hearing none, the vote was called and our 1998 officers were elected unanimously.

Hangar Committee Chairman Sam Sisk presented a proposed budget for 1998 with a \$1,200.00 deficit. We will have to come up with some kind of a fund raiser, or dip into savings next year. Sam Sisk made a motion to accept the budget proposal and Joe Fox seconded the motion. The budget was approved unanimously. The following members were elected to serve on the Hangar Committee in 1998: Al Phipps, Joe Fox, Jim Hannemann, Bill Engel and Victor DeCroix.

Breakfast The first Saturday in November there were 23 members and guest present for breakfast at the hangar. After some discussion, it was decided that the hangar breakfasts would be suspended until April 1998, when warmer weather returns. It was suggested that we should all go to Doc's on the first Saturday of the month until April. Our next breakfast will be January 3rd at Doc's



Mt. Hawley Inn.

Membership Dues for next year remain at \$15.00. Please complete the enclosed application and use the envelope to send your check for next year's dues to Chapter Treasurer Al Phipps before this year ends.

Announcements

At the November meeting Ron Wright announced that Ray Gepford at Greater Peoria Airport is now a "DAR". Ray can inspect and sign off your homebuilt. No longer any waiting for the FAA to get around to it.

Chapter Technical Advisor Al Lurie wants everyone to know that he is available for periodic inspections during the construction of your project. Just give Al a call at 682-1674.

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.

BENJAMIN COMES OUT ON TOP

For some time now, ace aerobatic performer Delmar Benjamin, of GeeBee replica fame, has been the subject of an ongoing witch hunt by some employees of the FAA, reminiscent in many respects of the infamous Hoover affair. Earlier, Benjamin agreed to a three-day suspension rather than fight the FAA over fabricated infractions.

That was apparently not the end of it and he was subsequently harassed by the FAA, yet again, at the '96 Reno Air Races and since they were seeking a six month suspension this time around, he was preparing to go to court this month to defend his certificates. We are pleased to report that sources tell us the FAA has quietly dropped its charges against Benjamin. Reprinted from AVflash 3.44

HARTZELL PROP AD RELIEF

The AOPA wants some significant changes to AD 97-18-02, the onerous Hartzell AD issued Aug. 27. The price of compliance can be high enough to exceed the value of the older planes, which could force their retirement. Reprinted

from AVflash 3.44 Meanwhile, Hartzell Propeller has started FAA certification of a new replacement blade retention system for X- and V-shank propellers affected by airworthiness directive 97-18-02. Reprinted from AVflash 3.46

PUMP 'N PAY A "little noticed provision" in the Taxpayer Relief Act of 1997 might boost the tax on jet fuel by as much as 24.4 cents a gallon and force operators to pay and then seek a refund. NATA wants Congress to address this problem before the law kicks in next July. Reprinted from AVflash 3.44

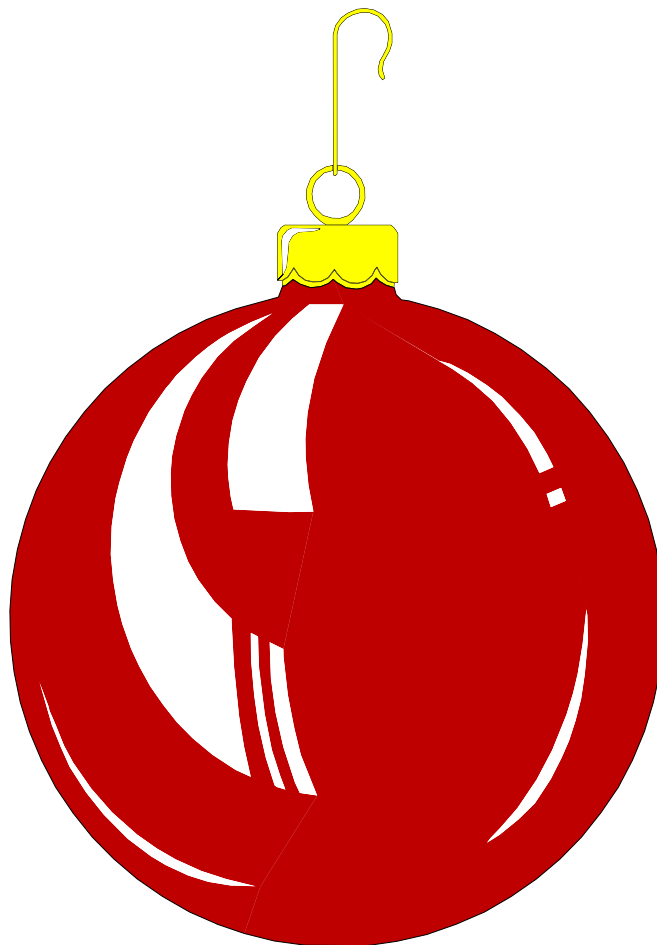
EAA EXPANDS FLIGHT-TEST COURSES FOR HOMEBUILDERS: A series of courses titled "Flight Testing Techniques for Homebuilders" will begin in February at the EAA Aviation Center in Oshkosh. Reprinted from AVflash 3.44

EAA AND NATA DUMP ON FCC PROPOSAL: Both the EAA and NATA dumped on the FCC's preemption proposal last week, joining AOPA in opposition. The proposal would allow the FCC to ignore local zoning and FAA safety concerns. Reprinted from AVflash 3.44

INDY CENTER OUTAGE Thursday's failure of a computer at the FAA's Indianapolis Air Route Traffic Control Center (ARTCC) provided the latest provocation in the escalating war between controllers and FAA management.

According to a flurry of information flowing from controllers at the Atlanta ARTCC, "chaos" reigned in the facilities controlling traffic adjacent to Indy Center's airspace. All phone lines into the impaired facility were jammed by controllers seeking to trade flight plan information so that aircraft could be identified and cleared on their way. In Atlanta, at least, controllers were forced to place flights into holding patterns -- a rare event there -- because the FAA's vaunted flow control facility was slow to catch on to Indy's problems. Reprinted from AVflash 3.45

TSO FOR BEARINGS, SEALS This could get real expensive, real quick. The FAA last week





published in the Federal Register two proposed Technical Standard Orders (TSOs) on bearings and seals used in aircraft.

According to sources, the notices are the latest in the agency's attempt to clean up a messy, long-neglected area of regulation highlighted by former DOT IG Mary Schiavo. The unintended consequences for GA could be huge. Reprinted from

propeller-driven aircraft was hit by a lavatory service truck, Friday at Chicago's O'Hare International. Unfortunately, AVweb was unable to verify the driver's first words after the collision.

FAA WEB SITE CRASHES Here's hoping the computers used on the FAA's web site aren't pulling double duty in air traffic control. The site was unreachable Friday afternoon through early evening Saturday and was down again at least part of the day Sunday. According to sources, the NTSB delegated investigation of the crash to the FAA while conspiracy theorists, in turn, were quick to point to the possibility of a cover-up. NATCA is reportedly preparing a press release. Reprinted from AVflash 3.45

PALMDALE COMM OUTAGE RESOLVED SAFELY The FAA got a lesson in back-up philosophy Nov. 11 when Palmdale Center's new communications system, sans any back-up, failed, creating delays at all L.A.-area airports and as far away as San Diego and Las Vegas. NATCA noted that it became a problem only because at the present time there are no back up systems in place at Los Angeles Center to accommodate such a failure of the FAA's new Voice Switching and Communications System (VSCS). NATCA says they had requested and supported a back up system, however the FAA failed to install the system citing budget constraints. Reprinted from AVflash 3.46

SOFTWARE BUG DISABLES AIRMAP FUNCTION Lowrance Electronics is working on a fix for its AirMap software version 3.3 after the company discovered that a bug in the software update disabled the altitude and VNAV functions of the popular handheld GPS. Reprinted from AVflash 3.46

LONDON-SYDNEY AIR RACE FOR AUSSIE CENTENNIAL IN 2001 Aussie organizers are planning an old-fashioned, \$500,000-purse air race in concert with a year-long celebration of Australia's founding. If you have to ask the cost of entry, you can't afford it. Reprinted from AVflash 3.46

JOHN DENVER CRASH: "NONSTANDARD" FUEL SELECTOR IMPLICATED? Did singer/songwriter John Denver crash October 12 as he tried to switch fuel tanks in his Long-EZ? That's apparently one theory on which the NTSB is focusing, according to General Aviation News & Flyer. The magazine reported that Denver's homebuilt -- which he had purchased the day before his fatal plunge into California's Monterey Bay -- was fabricated with its fuel selector in a non-standard location, over the pilot's left shoulder. This configuration, so the NTSB is speculating, may have led Denver to release the Long-EZ's right-hand mounted control stick and -- with his right hand -- reach across his chest with a pair of pliers to grasp the fuel selector. Reprinted from AVflash 3.47

CESSNA REVISES SINGLE-ENGINE PRICING Remember all the grousing about the price of a new Skyhawk or Skylane? Well, turns out the early birds are a

AVflash 3.45

BOEING BUZZ JOB The FAA is investigating reports that on Aug. 16 a Boeing 737 on a test flight flew between Haystack Rock and Cannon Beach on the Oregon coast. The Eugene Oregon Register-Guard reports that Police Chief Dave Rouse said "witnesses say it was flying at or below the top of Haystack Rock." The top is about 250 feet high and accessible during low tide. Boeing admitted they are aware of the incident and that "there are some serious issues with that particular flight" and that they are "working with the FAA and other federal officials." Reprinted from AVflash 3.45

GETCHYER MIGS WHILE THEY'RE HOT! Anyone interested in picking up a genuine MiG-29 high-performance jet fighter from the former Soviet Union had better hurry -- it looks as if the U.S. Air Force is trying to corner the market. Last week it was revealed that the USAF bought 21 of the front-line fighters in a deal designed to keep them out of Iran's hands. We hear that this has precipitated a rush to get contracts from Iran to sell them more of the latest Russian military hardware. Reprinted from AVflash 3.45

LAX SECURITY? Don't put anything in your luggage you wouldn't want read by security personnel, if you're traveling through the Los Angeles International Airport. That's how accurate the latest scanning machines slated for installation at LAX are, according to the FAA. Reprinted from AVflash 3.45

HITTING THE FAN AT ORD Opportunities like this just don't come around often enough. So, at the risk of fanning the flames of aviation safety, we are duty-bound to report that after 94 years of powered flight, the inevitable has finally happened. Yes, gentle readers, a

steal. The company told Avweb last week that it has increased the price of both the model 172R Skyhawk and 182S Skylane. The base price on the Skyhawk climbs from \$124,500 to \$133,700, while the price of the Skylane goes from \$190,600 to \$217,900. Some previous options are now standard, as is a three bladed prop on the Skylane. Reprinted from AVflash 3.47

AIRKNOCKER OWNERS SPAR WITH FAA

A proposed Airworthiness Directive affecting Aeronca Champs and Chiefs has owners of the venerable singles more than a little exercised. The proposed AD would require inspections and possible replacement of the wooden wing spars with metal ones. Several owners are convinced the current type certificate owner, American Champion Aircraft Corporation (ACAC), is pushing the AD in an attempt to sell its costly metal spar conversion. Reprinted from AVflash 3.47

FREE FLIGHT? This Aeronca Champ was being hand propped by a lone pilot Sunday morning at Urbana, Ohio's Grimes Field. It fired up with no one aboard and apparently not tied down, or at least, not properly tied down. The unoccupied Champ took off and reportedly climbed to 12,000 ft. before eventually "landing" in a bean field approximately 90 miles away, badly damaged, but mostly intact. We'd love to see what the pilot puts down on the insurance claim: "it had a mind of its own." Reprinted from AVflash 3.47

FRENCH PUT CONTINENTAL FLIGHT IN A JAM

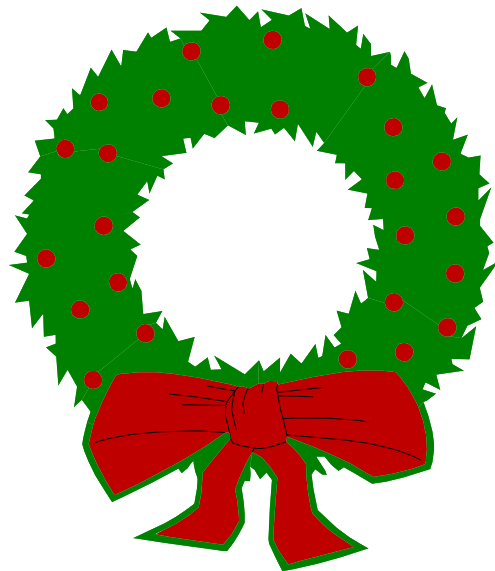
The French military was being blamed last week for that Continental Airlines jet's complete loss of GPS navigation capability while flying in that country's airspace, as reported here last week. The French apparently jammed the GPS signal as a test without telling anyone in advance. How very considerate. Reprinted from AVflash 3.47

SHUTTLE *ALMOST* COMES UNTIED?

This one could have been interesting. NASA is looking into what appears to have been improper mounting of the shuttle Atlantis on its 747 carrier. After a safe arrival in Palmdale, California, where the space shuttle had been ferried for routine maintenance, technicians discovered that washers were missing from attach points and the bolts were scored. Reprinted from AVflash 3.47

SHORT FINAL... At a recent software engineering management course in the U.S., the Participants were given an awkward question to answer. "If you had just boarded an airliner and discovered that your team of programmers had been responsible for the flight control software, how many of you would disembark immediately?"

Among the ensuing forest of raised hands, only one man sat motionless. When asked what he would do, he replied that he would be quite content to stay onboard. With his team's software, he said, the plane was unlikely to even taxi as far as the runway, let alone take off. Reprinted from AVflash 3.47



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