

Illinois Valley Beacon

February 1998

Volume 5 Issue 2

Breakfast Saturday, February 7th, at *Doc's Mt. Hawley Inn*, 8412 N. Knoxville Avenue, just East of Mt. Hawley Airport, at 8:00 AM. See you there!

February Meeting Our next Chapter meeting will be on Wednesday, the 11th of February, at 7:30 p.m. in our hangar at Mt. Hawley Airport. Our guest speaker will be fellow chapter member Fred Mathews. During WWII Fred flew PBY's and PBM's in the Pacific. He has quite a few tales and some photos of his experiences. This should be a fun and very interesting evening!

January Program We met on Wednesday, January 14th, at 7:30 p.m. in our hangar at Mt. Hawley Airport.

Chapter member Jerry Peacock presented a slide travelogue of the time he spent last fall in Zambia, in south central Africa, piloting a Cessna 185 with an IO 520 engine. Jerry was a volunteer at the mission hospital at Makingee, Zambia.

To begin with, just getting there was a major adventure. Jerry endured the longest regularly scheduled airline leg, when he flew a Boeing 747 from New York to Johannesburg, South Africa. The flight lasted 13 hours and 45 minutes, almost entirely over the ocean. From Johannesburg, he flew to Lusaka, Zambia, where he was met by two representatives from the mission hospital and another volunteer.

From Lusaka the four of them drove a 4 wheel drive pickup truck on a two day trip on what the Zambians consider a highway, to the hospital in Makingee. Just outside of Lusaka the highway resembled the gravel country roads we have in Illinois. Eventually the highway was reduced to a dirt rut with vegetation on both sides so close that it would have been impossible to turn around. If they met oncoming traffic, they would have to find a spot where both could pass. As they approached Makingee, many of the bridges were in disrepair. Since it only rains about 6 weeks out of the year, they simply put the truck into 4 wheel drive and went across the dry river beds to the other side.

Zambia is an extremely poor country. Things we take for granted, such as electricity and hot water, don't exist at Makingee. The hospital has generators to provide lights, power pumps, run PC computers and radio communications equipment. The natives do not have any of these amenities. They live in huts made from mud blocks baked in the sun, with grass thatched roofs.

They usually do not have windows in the huts and the only entrance does not have a door. At night, even though the temperatures are often still in the 80's, there is always a fire in the entry way to discourage snakes from entering.

The natives and animals drink from the river, bathe in the river and defecate in the river. Somehow they have developed a tolerance to the microbes in the water. The volunteers drink river water only after it has been processed through special ceramic filters. Drinking the water without first filtering it will make you ill. Hot water is provided by a homemade water heater. They had two 55 gallon drums positioned horizontally, one on top of the other. The top drum was piped to hold water and the bottom drum was used as the fire box. The water was heated by a wood fire and the entire unit was enclosed by mud block walls with a thatched roof to retain the heat.

Jerry had several pictures of his living quarters with little green lizards and army ants crawling up the walls. He said that you get used to them and manage to coexist. When you travel in Zambia, it is wise to have a gun for protection. Jerry has a very clear night time photograph of a startled leopard, momentarily pausing from her pursuit of small game, to look back over her shoulder. The leopard looked awfully close to me and this was not a zoo! There was nothing between Jerry and the big cat.

Zambia is so poor that most natives carry their few possessions with them. Jerry had a photo of a hunting trip. The mission hospital has a permit to hunt once a week for food for the patients. One of the native hunters was wearing his wool suit, which he was very proud of, even though the temperature during mid day was around 115 degrees. If he had left it behind, another native would have taken the suit.

The missionaries in Zambia routinely use aircraft to transport patients, medicine and supplies. They fly from short dirt strips, when both the temperatures and humidity



are high. There are only three VOR's and two NDB's in the entire country. Each of the three aircraft at Makingee is equipped with a GPS. However, they do not have GPS databases for this part of the world. Every 15 minutes during flight, they contact the hospital by HF radio to relay their position in latitude and longitude and their heading. That way, if they do go down, someone will have a general idea of their last location and track.

Once, while on a three legged trip, Jerry related how they were running low on fuel and rather than face the prospect of going down miles from anywhere, they decided to cut across a corner of the country of Angola. This was a gutsy decision, since Angola is involved in a war and if discovered by the Angolan Air Force, they probably would have been shot down! Fortunately, this was a very remote location and they went undetected.

We all want to extend a big "Thank You" to Jerry Peacock for a very interesting and informative evening!

17TH Annual Illinois Ultralight and Lightplane Seminar

The Illinois Department of Transportation and the Illinois Ultralight Advisory Council (IUAC) are presenting **WISDOM, WEATHER & FLYING** as the theme for the 17th Annual Ultralight/Lightplane Seminar. Last year was a tremendous success, with over 400 attendees making it the largest gathering of ultralight pilots ever to have assembled for a safety seminar.

The seminar will be held Saturday, February 21st, in the Illinois Building and Auditorium, on the Illinois State Fairgrounds. There will be ultralight and kitplane displays by many dealers representing all types of sport/recreational aircraft. Displays by engine manufacturers and accessory dealers will be present as well. The "SWAP MARKET" area that was so successful last year will be available on the Mezzanine. All clubs are invited to set up displays showing their flying fields and member activities.

The seminar is free and lunch will be provided on site for a nominal fee. The spectator IUAC benefit GRAND PRIZE will be a LOWRANCE HANDHELD GPS. Take the I-55 Sangamon Ave. exit (Exit 100A-B) west to the main gate of the State Fairgrounds. The seminar will be held in the first building on the left.

Registration for the event will be from 8 - 9 a.m. For more information contact Paula or Lee Crevier, IUAC Council at 815/939-0976 or Dale Rust, IDOT/Division of Aeronautics at 217/524-5269.

Membership Dues

for 1998 remain at \$15.00. Please mail your check for dues to Chapter Treasurer Ron Wright at 616 Kerfoot, East Peoria, IL. 61611.

Congratulations

to chapter member Jack Frost on his recent solo, after many years of inactivity!

Award Dinner

Every year EAA Chapter 22 in Rockford hosts the Frank Murray Award Dinner to honor an outstanding member. The speaker for this years event will be Don Armstrong, test pilot. His theme will be **"Flying, from Jennys to Jets"**. Don will present a broad review of his very unusual aviation career, featuring his years as a test pilot. Don flew in or tested over 160 unusual and famous planes, including 69 Allied and Enemy WWII and Korean War aircraft. His autobiography: "I Flew Them First, A Test Pilot's Story" will be available for sale.

The dinner will be held February 21, 1998 at LaMere's Restaurant at the Greater Rockford Airport. Tickets must be purchased in advance. Please contact Guy Stayner @ 815/234-4016 or Bob Steig @ 815/234-2283.

Young Eagles update

In 1997 members from Chapter 563 flew a total of 415 Young Eagles. The chapter will receive a credit of \$1 for each Young Eagle flown towards the tuition for a young person to attend an EAA summer camp in Oshkosh in 1998.

EIGHT-YEAR EAA EFFORT FOR UNLEADED AVFUEL MAKES MAJOR BREAKTHROUGH

EAA AVIATION CENTER, OSHKOSH, Wis. - (Jan. 5, 1998) - The American Society for Testing and Materials (ASTM) has approved a new specification for an 82-grade unleaded aviation fuel that could improve availability and lower costs for thousands of airplanes that now fly on leaded gasoline. That agreement among petroleum suppliers, aircraft and parts companies and aviation organizations came during the ASTM meeting in Dallas, Texas, last month.

The ASTM specification approval culminated a process that began more than eight years ago by the Experimental Aircraft Association (EAA). EAA and Cessna Aircraft were the first aviation industry entities to gather and supply information regarding the possible specifications for an unleaded aviation fuel. Cessna has already indicated that the new fuel will be used in its new small aircraft.

"This approval is a major step forward toward the use of unleaded fuel in general aviation airplanes," said EAA President Tom Poberezny. "The goal has always been creation of an avfuel specification that would be easy for fuel suppliers to refine and distribute, as well as be readily available and affordable for pilots. This agreement achieves those goals."

The new 82-grade aviation fuel is equivalent to the 87-octane auto fuel commonly available throughout the country. More than 70 percent of the nation's single-engine general aviation fleet may be able to use this fuel in place of the diminishing stocks of 80-grade aviation fuel.

Since the 82-grade fuel can be refined and stored with

auto fuel, refining, storing and shipping costs are greatly reduced over the relatively smaller demand for current aviation fuels. The main difference between the 82-grade fuel and 87-octane auto gas are specific additives mixed with auto fuel just prior to delivery.

EAA began its efforts for an unleaded aviation fuel in the late 1980s under now-retired Technical Director Harry Zeisloft. The organization supported the effort because of its potential lower cost to pilots and increased environmental protection. EAA supplemented Cessna's exhaustive technical data from which the specification was developed.

"Aviation fuel has traditionally cost more than auto fuel because of the relatively limited and specialized demand for aircraft as opposed to automobiles and trucks," said Earl Lawrence, EAA Government Programs Director. "It took nearly a decade of work to create a fuel that could meet aviation's demands yet hold the potential for reduced flying costs. Although there is still work to be done, this new specification is the best hope yet for unleaded aviation fuel."

EAA plans to petition FAA to allow the use of the new 82-grade aviation fuel under current auto fuel STCs. EAA has been a pioneer in aviation fuel research since the 1970s. In 1982, its research led to Federal Aviation Administration (FAA) issuance of the first Supplemental Type Certificate (STC) for the use of auto fuel in certain types of general aviation aircraft. Nearly two-thirds of the current general aviation fleet is now eligible to operate on auto fuel STCs. Those aircraft annually fly thousands of hours without fuel system problems caused by auto fuel.

VALENTINE, FORMER ACTING FAA ADMINISTRATOR, NAMED TO EAA BOARD OF DIRECTORS

EAA AVIATION CENTER, OSHKOSH, Wis. - (Jan. 9, 1998) - Barry Valentine, a longtime general aviation enthusiast and EAA member who held several key posts within the Federal Aviation Administration (FAA), has accepted an invitation to serve on the Experimental Aircraft Association (EAA) Board of Directors.

Valentine (EAA #151943) retired from FAA in late December after serving the agency for nearly four years, including as Acting Administrator from February 1997 through August 1997.

"We are very pleased to have a person of Barry's experience join us on the EAA Board of Directors," EAA President Tom Poberezny said. "He is a long-time EAA member and Oshkosh participant who brings a wealth of knowledge regarding aviation, government and regulations to the organization. For many years, Barry has been general aviation's advocate for such diverse issues as warbird operations, ultralight and powered parachute certification and homebuilt aircraft operations."

Since his first solo flight at age 16, Valentine has logged more than 3,000 hours in excess of two dozen aircraft,

ranging from single-engine lightplanes to multi-engine jet transports. He also shared his enthusiasm for general aviation during the EAA Fly-In Convention as a volunteer host for U.S. and international government officials attending the annual event.

Valentine joined FAA in 1994 as Assistant Administrator for Policy, Planning and International Aviation. In 1996, he became Acting Associate Administrator for Regulation and Certification before assuming Acting FAA Administrator duties upon David Hinson's retirement in early 1997. After Jane Garvey became FAA Administrator last August, Valentine concluded his federal service as Acting Deputy Administrator.

Before his FAA tenure, Valentine had a diverse career in the military, government and private business. He served on the U.S. Senate Select Committee on POW/MIA Affairs from 1992-1993, was airport manager for the Portland (Maine) International Airport and Maine's Director of Aeronautics. He was also a Maine state representative for two years and District Manager of the U.S. Census Bureau. Valentine's private industry background includes experience as chief pilot, aircraft sales manager, vice president and corporate treasurer.

Valentine holds a bachelor's degree in management engineering from Rensselaer Polytechnic Institute in Troy, N.Y. He served in the U.S. Air Force from 1967-1972, logging more than 1,000 hours of combat flight time. Valentine received the Distinguished Flying Cross and four air medals for his service.

As a Director on the 23-member EAA Board, Valentine will help shape policy for the organization. The board meets regularly throughout the year to establish goals for serving its membership and the world of sport and general aviation.

FAA ROLLS BACK RANDOM ALCOHOL TESTING, BUT NOT DRUGS

Maybe the juice from this lemon just wasn't worth the squeeze? The FAA Wednesday said it would reduce the percentage of aviation industry workers to be randomly tested for alcohol abuse from 25 to 10 percent, although the random drug testing rate would remain at 25%. Drugs, apparently, remain problematic for the agency, with a violation rate of 0.71 percent during 1996. Reprinted from AVflash 4.01

FAA FORMALIZES PART 61 RE-WRITE ON AGE 60 RULE

While one hand giveth, the other hand taketh away. When the FAA published the Part 61 re-write last spring, it also proposed formalizing the applicability of its age-old "Age 60" rule to commuter operations conducted under Part 121. Last week's action includes a discussion of those comments and a final rule extending the Age 60 rule. Reprinted from AVflash 4.01

EL AL'S \$85 JOYRIDE: Few things bother an airline's management more than excess capacity. So, El Al has put its twist on the \$100 hamburger, inaugurating last week its "Flight to Nowhere" service. Some 300

passengers were treated to dinner, dessert and popcorn -- all for a price that works out to \$85 per person -- for a round-robin from Jerusalem's Ben-Gurion airport to the Greek island of Rhodes and back. Reprinted from AVflash 4.01

FAA ISSUES PRIORITY LETTER AD ON CESSNA 182S MUFFLERS... Priority Letter AD 98-01-14 grounds nineteen new Cessna 182S singles equipped with Inconel mufflers manufactured by Aeroquip. The mufflers have a potential leaking weld joint that could allow carbon monoxide in the cockpit when cabin heat is used. Cessna has contacted the owners of the affected aircraft and furnished them with replacement mufflers. Reprinted from AVflash 4.02

...WITH SIMILAR AD AGAINST 172R MUFFLERS ON THE WAY The FAA is expected to issue another emergency AD against the new 172R. The circumstances are similar, but the impact much greater, since this one will affect the entire 172R fleet, totaling several hundred airplanes. Cessna tells AVweb that the company will issue a new Service Bulletin as early as Monday, December 12, to be followed shortly by another emergency AD from the FAA. Operators will be required to safety-wire the cabin heat control in the "off" position until the mufflers are replaced. Reprinted from AVflash 4.02

AD's CONTINUE: ROLLER ROCKER ARMS FOR TCM ENGINES... Another Priority Letter AD was sent to owners of Teledyne Continental Motors IO-520, TSIO-520, IO-470 and IO-550 engines. Airworthiness Directive 98-01-08, dated 12/23/97, applies to engines with Performance Engineering exhaust roller rocker arms installed under STC SE8594SW and requires replacement with TCM rocker arms within 25 hours. Reprinted from AVflash 4.02

...PRECISION/FACET/MARVEL CARBS... Winding up this week's FAA regulatory action is a final, amended AD addressing MA-3-series carburetors manufactured by Precision Airmotive Corporation (formerly Facet Aerospace Products Corporation and Marvel-Schebler Corporation) equipped with two-piece venturis. This week's action amends a previous requirement that the two-piece venturi be replaced and instead allows an operator to install a one-piece part. Reprinted from AVflash 4.02

...AND ROBINSON R22/R44 SFAR AMENDED While not an AD, the FAA last week also issued a final rule extending, clarifying and amending its previous SFAR addressing special training and operating requirements for Robinson R-22 and R-44 helicopters. Reprinted from AVflash 4.02

AOPA SAYS CHAMPION WING SPAR AD "DOESN'T FIT" ALL MODELS Meanwhile, AOPA says that a proposed wing spar Airworthiness Directive affecting a long line of Aeronca aircraft and the Citabrias

and Decathlons derived from them is too broad and might cause more extensive problems. AOPA is seeking exemption of all non-aerobatic, lower gross weight aircraft. Reprinted from AVflash 4.02

BALLOON ATTEMPTS DEFLATED... This round -the-world balloon thing is becoming a comedy of errors. Friday, the latest attempt to be the first to circumnavigate the world in a light-than-air craft ended with both Dick Rutan and Dave Melton being forced to parachute from their craft when its helium envelope tore, imperiling the pair only an hour after takeoff from Albuquerque.

The Rutan/Melton craft -- not knowing it was in danger -- drifted on into Texas for eight hours, finally coming to a landing, but only after hitting power lines and igniting a fire on the ground. Reprinted from AVflash 4.02

...WITH RUTAN AND MELTON HITTING THE SILK Rutan and Melton bailed from their balloon at about 11,000 feet, landing some 13 miles southeast of Vaughn, New Mexico. Both were injured, with Melton, 39, landing on the only fence around for miles and being hospitalized with a dislocated hip and injured ankle. Rutan, 59, came to earth on a cactus and was reportedly pulling needles from his face several hours afterward. Meanwhile, Swiss balloonist Bertran Piccard and two colleagues suffered a mechanical failure of their own, but were expected to launch their attempt from the Swiss Alps this week. Reprinted from AVflash 4.02

FIREFLY TO FLY AGAIN? USAF TO FIX TROUBLED TRAINER After being grounded for more than six months, the Slingsby T-3 Firefly may soon be training USAF cadets again. The Air Force said Monday it will modify the fuel system on all 110 of the British-made planes. That decision comes after three fatal crashes of the type since 1995 and is on the heels of a Time magazine article extremely critical of both the Air Force and the T-3. Reprinted from AVflash 4.02

POTOMAC TRACON TO CONSOLIDATE DCA/ IAD/ADW/BWI APPROACH CONTROLS Soon, if the FAA has its way, when the radar scopes at Washington go down, they'll take the approach control for three other major airports along with them. The agency's planned Potomac TRACON will consolidate existing radar rooms around the Washington/Baltimore area down to one, as a way to help "improve safety" and "efficiency." The next hurdles? Finding a suitable site and securing the necessary funding from Congress. Reprinted from AVflash 4.02

WHAT'S IN A NAME? MD-95 = 717-200 = RJ? Smaller is better, at least that's what Boeing hopes as it takes yet another step toward fully integrating the McDonnell Douglas product line it acquired last summer into its own. Having skipped over the 717 model designation years ago (it became the 720), the company has decided to plug that gap with the MD-95, a downsized version of McDonnell Douglas' venerable DC-9/MD-8x airframe, targeting the regional jet market with the 100 seat 717-200. Reprinted from AVflash 4.02 **BUT THERE**

WAS A 717! Thanks to the many AVflash readers for noticing our error in claiming Boeing skipped over the 717 designation back in the 50's. In fact, 717-100A was Boeing's internal designation for the military KC-135 Stratotanker. The latest 717 (nee MD-95) is a -200 model, though we're hard pressed to rationalize the relationship there. Reprinted from AVflash 4.03

HOT DATE IN HAWAII? Kenneth Castor, 39, was arrested with \$50,000 worth of marijuana last Saturday at San Francisco International Airport, on his way home to Hawaii. Castor refused inspection of two duffle bags, saying they contained a "sex toy" and headed back to the ticket counter to check them as baggage. Officers caught up with him and eventually found the dope -- but no toy. Reprinted from AVflash 4.02

CESSNA PILOTS GATHERING IN TUSCON: The Cessna Pilots Association announced a fly-in Convention set for Tucson, Ariz. May 6-10, 1998. Included on the Convention program are seminars on a wide variety of topics, including "Maintaining Your Cessna On A Budget" and "How To Locate Parts For Cessna Aircraft," among others. Rod Machado will be the featured speaker. Details at <<http://www.cessna.org>>. Reprinted from AVflash 4.02

LOWRANCE ANNOUNCES IMPROVED AIRMAP: Lowrance Avionics of Tulsa, Okla., last week ended growing speculation about the size, shape and features of its newest product when it announced an upgraded version of its popular AirMap handheld GPS. The principal change in the company's new "AirMap 300" is a 12-channel Rockwell-manufactured GPS engine in place of the 5-channel Rockwell chip used by previous Lowrance handhelds. Reprinted from AVflash 4.02

CONTINENTAL SEES DISABILITY DISCRIMINATION COMPLAINT: Continental Airlines is the subject of a complaint filed by would-be passenger Franz Soni after the carrier failed to provide him a seat on a flight from Milan, Italy. Soni, who is restricted to a wheelchair and had requested a window seat, was assigned 29A, but the flight pushed before he was allowed to board. The punchline? Seat 29A is an exit row. Reprinted from AVflash 4.02

GPS JAMMING COMING TO A TERRORIST NEAR YOU? An article in New Scientist claims that a Russian company was offering a 4-watt GPS/Glonass jammer for less than \$4000 at the September Moscow Air Show. The company claims it could stop civilian aircraft locking onto GPS signals over a 200 Km radius. The New Scientist quoted an FAA spokesman saying the agency is aware of the problem, but has no plans to reduce its future reliance on GPS. Reprinted from AVflash 4.02

COMING SOON TO A BEER CAN NEAR YOU: The UAL 747 that was involved in an encounter with CAT last month is presently parked in the desert near Las Vegas, as AVweb reported last week. United apparently will not repair the bird, which was scheduled for retirement

soon. After it is fully inspected by the FAA/NTSB, it may be sold for scrap. Reprinted from AVflash 4.02

BRRRR! MUFFLER AD COOLS THE NEW SKYHAWK Hot on the heels of last week's Airworthiness Directive on mufflers installed on some new Cessna 182S Skylanes, the FAA has issued the expected similar AD covering the entire fleet of new 172R Skyhawks. Priority Letter AD 98-02-05 requires that those Skyhawks equipped with the suspect muffler must have the cabin heat system deactivated and placarded inop until the muffler is replaced to prevent the possibility of carbon monoxide leaking into the cabin. Cessna found in pressure testing that 5 out of 25 Aeroquip-manufactured muffler samples leaked, a 20% failure rate. Aircraft in cold weather areas are being given priority for shipment of new mufflers. Reprinted from AVflash 4.03

BACK TO THE FUTURE? If you boarded a red-eye from LAX to JFK on the evening of December 31, 1999 your airplane would land 99 years earlier, on the morning of January 1, 1900 -- at least that is how some fear that the FAA's less-than-state-of-the-art computers might see it. The New York Times reports that IBM, manufacturer of the antique main frame host computers used by ATC, says there isn't enough time to debug them before December 31, 1999. Nor will IBM offer software upgrades, even though some Center computers are running 20-year old programs. Meanwhile, the FAA says not to worry, they're making good progress on their Y2K problems. Perhaps they'll finish work by 1900 -- oops, 2000. Reprinted from AVflash 4.03

BOEING PROBLEMS CONTINUE TO MOUNT Boeing is expected to announce more write-offs involving MacDac products inherited in the merger. Last year Boeing announced it was taking a \$1.6 billion charge for the third quarter of 1997 because of production line disruptions and forecast another \$1 billion this year. Meanwhile, speculation was rampant on Wall Street that Boeing's top commercial airplane executive is in danger of losing his job. Rumors reached the point that Boeing CEO Phil Condit was forced to issue a statement of confidence in the embattled executive, BCAG prez Ron Woodard. Reprinted from AVflash 4.03

TWA 800 ATC RECORDINGS RELEASED Recordings of the TWA 800 air traffic control tapes were released last week by the FAA. The haunting dialogue of ATC exchanges with TWA 800 and other aircraft in the area at the time of the explosion give fresh perspective to the tragedy. As the significance of the explosion and other sightings sunk in, one unidentified pilot radioed, "God bless them all." Reprinted from AVflash 4.03

FEDEX GETS TCAS: FedEx will equip its fleet with TCAS, making it the largest cargo carrier to do so. It will also equip all its aircraft with Enhanced Ground Proximity Warning Systems on an accelerated schedule. The total cost of both programs is estimated at \$100 million. Kudos to FedEx...the FARs still don't require TCAS in cargo jets. Reprinted from AVflash 4.03

NATA FIGHTING TAXES: The National Air Transport Association was busy fighting taxes on two fronts this week. In Massachusetts, NATA President Jim Coyne asked for support of a House bill designed to exempt the sales and use tax on aircraft. Down in Tennessee, meanwhile, NATA was urging officials to do away with a new law that was supposed to exempt aviation, but instead inadvertently assesses an additional tax of 20-cents per gallon on avgas and 17-cents per gallon on jet fuel. Ouch! Reprinted from AVflash 4.03

USAF AGREES TO RE-OPEN C-130 CRASH INVESTIGATION: A campaign by Oregon Senators Gordon Smith (R) and Ron Wyden (D) has forced the USAF to return to the Pacific Ocean site of the November 22, 1996 C-130 crash that left ten Air Force Reservists dead. The transport was forced to ditch after its four engines died and attempts to re-start failed. Besides searching for remains of missing crew, the USAF and NTSB want to retrieve fuel tanks and gauges. Reprinted from AVflash 4.03

SHADES OF ALFRED HITCHCOCK: Israel's Ben Gurion International Airport will shut down every afternoon between 1300 and 1500 daily as a result of thousands of birds attracted by a nearby garbage dump. Ten to fifteen flights a day will have to be rescheduled. The government has promised to move the dump, but it has not yet found suitable site. Reprinted from AVflash 4.03

WHERE YOU GONNA GO? The Massachusetts Institute of Technology is currently researching the flight "replanning" process, the forming of an alternate flight plan after the aircraft is airborne. As part of the research effort they are conducting a pilot survey. If you wish to take part visit MIT's International Center for Air Transportation Web site. <http://web.mit.edu/tpfan/www/survey.html>. Reprinted from AVflash 4.03

REDUNDANCY? WE DON'T NEED NO STEENKIN' REDUNDANCY...OR DO WE? The feds may finally be listening. After pushing to close down the loran system as well as VORs (possibly even before everyone is equipped with IFR-GPS), the FAA appears close to recommending that the government abandon its policy of establishing GPS as sole-means navigation. George Donohue, FAA Associate Administrator for Research and Acquisition, told DOT last week that, because of the possibility of interference with GPS signals, a GPS-based Wide Area Augmentation System (WAAS) should be a primary, rather than the only, navigation system for precision approaches and landings. Solutions to the problem being considered are to keep a backup of loran, a skeleton VOR/DME system or inertial navigation. Another alternative under consideration is a controlled-reception powered GPS antenna, a military style anti-jamming sensor. Reprinted from AVflash 4.04

THE SOUND OF ONE HAND CLAPPING? In yet another example of the government's left hand not

knowing what the right hand is doing, the latest draft of the National Airspace System architecture continues to espouse GPS as the sole means of navigation. Despite recommendations to the contrary, the unreleased draft of Version 3 of the NAS document, obtained by ATC Market Report, calls for WAAS to be implemented between 1999 and 2002 and to provide Cat 1 approaches using GPS. The draft is reported to be circulating among the higher levels of the FAA. Hopefully, someone at 800 Indy will get these hands clapping together. Reprinted from AVflash 4.04

AD DELUGE CONTINUES IN INDEPENDENCE Yet another AD has been issued on the new Cessna singles. Turns out the identification placard for the alternate static source of the new Cessna 172R and 182S may have been installed such that it blocks that port, rendering it ineffective. Since having an alternate air source is a really good idea for IFR flight (not to mention the regulatory requirements), the FAA has issued an AD prohibiting IFR ops until the system has been checked. In addition to the placard problem, Cessna cautions that the air valve body may separate from the valve flange, and the AD requires repair or replacement of that valve. Meanwhile, keep a hammer handy to smash that VSI faceplate. Reprinted from AVflash 4.04

BOEINGS SCREWED UP -- CORRECTLY FOR THE MOST PART With almost all scrutinized, very few problems with missing or loose fasteners have turned up, either on U.S. or expatriate 737s. The FAA says 100% of the U.S. 737s and 91% of those flown by foreign carriers have been inspected with "no instances of any impact on flight safety." The FAA issued is Airworthiness Directive to inspect late model 737s after reports of missing screws in the tail of the Silk Air 737 that crashed on January 8th. The FAA inspection team visiting Boeing facilities continues with its inspection and the FAA says it will take "appropriate action" when the results are in. Let's recap: 192 aircraft checked, 25 loose or missing screws and bolts. Reprinted from AVflash 4.04

FLYING THE FA-18: IT'S NOT A JOB, IT'S AN ADVENTURE The U.S. Navy is still unsure of a fix for a problem that can cause a "sudden and unpredictable" loss of lift in the FA-18 Hornet while performing combat maneuvers. At high angles of attack in certain circumstances, the latest variant of the naval aircraft have experienced a "wing drop" with rolls of up to 40 degrees. The Navy is faced with a quandary since any of the proposed remedies -- stall strips, new fairing materials, or leading edge adjustments -- will erode the fighter's already mediocre range and degrade the radar signature. Of course, Navy officials say, predictably, that the performance degradation will be within "manageable levels." So far there's been no estimate given for the cost of any remediation effort. What do you want to bet your paycheck won't cover it? Reprinted from AVflash 4.04

NTSB: AIRBUS AUTOMATIC RESET NOT SUCH A HOT IDEA Last May 12th passengers

aboard an American Airlines flight over Florida got a free E-ticket ride when the Airbus A300 rolled left, then right, then dropped 3,000 feet. The plane was at 16,000 ft. when the stall warning activated and two primary flight displays took a vacation for several seconds, leaving only standby indicators. In a letter to the FAA issued last week, the NTSB says it suspects that the displays underwent an automatic reset when the plane slowed because of flight crew confusion over whether the infamous Airbus auto-throttle system was activated. The Safety Board wants the FAA to require Airbus to modify the software so such resets don't happen in the midst of potential emergencies or an upset. The NTSB is also suggesting additional visual and audio warnings to tell the crew they do, indeed, have manual control of the throttles. In the meantime, to avoid this CTRL+ALT+DELETE syndrome, perhaps crews will simply avoid exceeding Airbus' predetermined parameters, even in an unexpected and unforeseen (by Airbus at least) maneuver. Reprinted from AVflash 4.04

THE SECRET'S OUT: FLIGHT CREWS SNOOZE IN CRUISE

The Wall Street Journal featured an article this past week about pilots snoozing in the cockpit on long over-water flights, likely a revelation to the general public, so get ready for the questions. Not exactly news to pilots however, the naps have been sanctioned by a number of countries and airlines, but the FAA remains wary. Not because there's not plenty of research suggesting the naps are good idea...NASA and others have provided reams of it. Despite the fact that such naps are common on most long trans-oceanic flights, even without official sanction, the FAA fears U.S. public backlash if it endorses the concept, even though it originally proposed doing so, then backed away. Apparently, the appearance of safety is getting higher priority than safety itself. Reprinted from AVflash 4.04

PILOTS ABSOLVED IN FATAL CRASH:

Despite testimony that a prop flew off, an engine quit, and an air traffic controller gave the pilots the wrong location of an airport for an emergency landing, a jury in South Dakota still took 3 hours to decide it wasn't pilots Ronald Becker's and David Hansen's fault. The two were flying Governor George Mickelson on state business when the accident happened near Zwingle, Iowa, in 1993. Mickelson and 7 other people on board were killed in the MU-2 crash. Reprinted from AVflash 4.04

BAG 54, WHERE ARE YOU?

Passengers' delicate underthings were trashed, mauled, lost, and flung for months after the opening of Denver International Airport. Now, a possible final fix is on the way for the much maligned automated baggage handling system. United has begun a \$22 million, multiyear, multiphase (read: we're afraid to try it all at once?) program to get the bugs and other assorted hairy gremlins to give up and go home. United told Aviation Daily that it still finds about 4-5% of mis-sorted bags (in other words, you're going to New York, your bags are vacationing in Los Angeles) for every 12,000 pieces going through Denver on a daily basis. Any wonder that UAL pax max out their carry-on quotas? Reprinted from AVflash 4.04

PICK AN OPTION, ANY OPTION: The Air Combat Command is looking at replacing its aging fleet of Sikorsky HH-60G Pave Hawk combat search and rescue helicopters with a newer Sikorsky model, the S-92 Helibus. Other options include upgrading the Pave Hawk or replacement with the Bell-Boeing V-22 Tiltrotor, which would reduce or eliminate the need for aerial tanker support, themselves in need of replacement before long. CSAR was one of the defining missions for the faster Tiltrotor. From AVflash 4.04

FEDEX GROWING: It's a good thing UPS is wrapping up negotiations with its pilots -- FedEx is about to become an even more powerful competitor. FedEx has finished jumping through all the hoops needed to complete its acquisition of Caliber System, Inc., including its subsidiary, package carrier, RPS. Reprinted from AVflash 4.04

ICING MAP AVAILABLE: Add this to your preflight planning checklist -- an experimental graphical representation showing bases and tops of icing conditions is being tested by the National Center for Atmospheric Research. The weather chart shows icing levels across the contiguous U.S., along with selected icing pireps. Check it out at <<http://www.rap.ucar.edu/largedrop/base.gif>> Reprinted from AVflash 4.04

ASRS INCIDENT REPORTS ONLINE: The Aviation Safety Reporting System has just put 1000 selected incident reports online. There are 20 sets of reports dedicated to topics such as CFIT, CRM, checklists, wake turbulence, land-and-hold-short, runway incursions, TCAS, etc. <<http://olias.arc.nasa.gov/asrs/repsets.htm>> Reprinted from AVflash 4.04

GROWING PAINS AT CESSNA? C-206H TO GET LYCOMING 540, NOT 580

Ah, the best-laid plans. Last summer, Cessna told the aviation community that deliveries of its new 206 would begin in early 1998...right about now, in fact. Now comes a major slip: Cessna announced Friday that the 206H Stationair and T206H Turbo Stationair will not use the new Lycoming IO-580/TIO-580 engine after all, but rather the tried and mostly-true Lycoming -540 series. Cessna says the engine switch will force a delay of as much as 11 months in the 206 program. Seems that the -580 cylinders just couldn't make it through Lycoming's 500-hour endurance test, so Cessna finally threw in the towel on the new engine in favor of a conservative, likely-to-make-TBO. In retrospect, it seems too bad Cessna didn't stick with the big-bore Continentals used in previous incarnations of the 206 (although that might have been a politically incorrect decision for a Textron company). Reprinted from AVflash 4.05

SHORTFALL IN INDEPENDENCE -- PRODUCTION NUMBERS DOWN

Meanwhile, Cessna's single-engine division produced just 360 airplanes in 1997, down substantially from its target of 1,000. During 1997, the plant saw service bulletins and

ADs issued on newly manufactured aircraft over such things as missing rivets in door posts, defective mufflers and interference problems between cowlings and exhaust pipes. The plant even suspended deliveries on one occasion while management cleaned up various problems, wisely choosing quality over increased production, and taking lumps on the production shortfall. Meantime, customers with new Cessna singles on order will need plenty of patience. From AVflash 4.05

DCA FOLLIES: CHALKING UP ONE FOR THE GIPPER

There you go again. Congress is putting aside the myriad problems at the FAA long enough to tilt at the windmill of renaming Washington National Airport as the "Ronald Wilson Reagan Washington National Airport" in honor of the former president. Air traffic controllers are coming unglued, with NATCA's Randy Schwitz saying, "The only thing Ronald Reagan ever did aviation-related was what he did TO us, not FOR us." Democrats in Congress are fighting the legislation and at press time had blocked the proposal, at least temporarily. Reprinted from AVflash 4.05

AOPA CLAIMS VICTORY IN LYCOMING AD FIGHT

Last week's issuance by the FAA of an airworthiness directive on Lycoming engines fitted with fixed-pitch propellers marked a victory for AOPA, which had been fighting to downsize the scope of the crankshaft AD for some time. According to the association, the final version achieves major cost savings for pilots and aircraft owners and eliminates some 80% of targeted engines. Reprinted from AVflash 4.05

AOPA TELLS DOT LORAN GPS BACKUP CHOICE:

AOPA President Phil Boyer last month called on Transportation Secretary Rodney Slater to continue funding for Loran-C as a back-up to the forthcoming GPS/WAAS duo. While AOPA supports GPS, until all questions are answered, "it is imperative that the Department of Transportation continue to fund the operation of the Loran-C system," said AOPA President Phil Boyer. Meanwhile, the Air Transport Association says forget Loran and expressed concerns that the FAA is now backtracking on GPS as a sole-means navigation system. Reprinted from AVflash 4.05

SCARY MARY, ALWAYS CONTRARY:

Former DOT Inspector General Mary Schiavo gained notoriety -- some would say became notorious -- over her actions and statements in the aftermath of 1996's crash of ValuJet flight 592 into the Florida Everglades. Now, a George Washington University professor and his students have pored over her best-selling book "Flying Blind, Flying Safe" and given it a failing grade for accuracy. Unfortunately, their well documented conclusions likely won't garner the same media attention Schiavo still manages to gain every time she voices an opinion. Reprinted from AVflash 4.05

DODGING SKY DIVERS OVER DALLAS: As if sky diving wasn't thrilling enough, now parachutists in the Dallas area have the added challenge of watching

American Airlines jets pass by -- close by. The FAA is investigating two close calls between AA MD-80s and jump planes last Saturday and will look closely at whether the NMACs are related to the recent realignment of routes to and from DFW. Reprinted from AVflash 4.05

BIRDS BLAMED IN EDWARDS CRASH:

Last October's fatal collision between an F-16B Falcon and an AT-38B Talon over the Edwards AFB test range was caused by one pilot's attempt to avoid birds, the USAF said Thursday. Lt. Col. Richard Stevens, who was flying the Falcon, was trying to dodge the birds when he collided with the Talon, killing both crewmen on board. The crews of both planes were monitoring a bombing test with a B-1B Lancer bomber when the collision occurred. Reprinted from AVflash 4.05

TRI-PACER AOPA'S 1998 SWEEPSTAKES PLANE:

In recent years, AOPA has conducted a contest among new and renewing members for various refurbished aircraft, including a Cessna 172 and a Piper Arrow. For 1998, the association is going seriously retro -- all the way back to 1958 -- and will be giving away a essentially zero-timed Piper PA-22-160 Tri-Pacer, authentic down to the "Johnson Bar" brakes and fabric surfaces. Reprinted from AVflash 4.05

WHY CAN'T WE DO THIS IN MAUI?

Slid off the run-up pad lately? Help is on the way: NASA this week kicked off an international effort designed to lead to a better understanding of contaminated runways. Based at the Jack Garland Airport in North Bay, Ontario, Canada, the team will study friction measurements, improved tire designs, better chemical treatments for snow and ice, and new types of runway surfaces designed to minimize bad weather effects. Reprinted from AVflash 4.05

OKAY, SO, HOW DO I LOG THIS?

This one must have reddened some faces at 800 Indy. A \$3.5 million Kaman K-MAX single-seat helicopter was destroyed Tuesday when FAA pilot Angelo Spelios caught a wheel at the end of a familiarization flight. The helicopter -- designed primarily for hauling external loads and targeted at the logging industry -- overturned in the accident. Spelios managed to walk away from what was left with only minor scrapes. Reprinted from AVflash 4.05

AOPA ASF ASKS FAA TO REMOVE CFI RENEWAL RESTRICTIONS:

The latest revision to Part 61 prohibits flight instructor certificate renewal via a Flight Instructor Refresher Course except during the 90 days preceding expiration. AOPA's Air Safety Foundation, a leading FIRC provider, has petitioned the FAA to allow use of FIRCs for renewal at any time. Reprinted from AVflash 4.05

WHO SAID THERE'S NEVER A COP AROUND WHEN YOU NEED ONE?

The next time George Stafford picks a fight with a flight attendant over a lit cigarette, he'd be well advised to check the passenger manifest. The flight attendant turned to passenger Fred

Stokes, an FBI agent, for help. Stafford was arrested and later released on bond. Reprinted from AVflash 4.05

NEXT TIME, JUST USE THE FLIGHT ATTENDANT CALL BUTTON:

What do an eight-inch fishing knife, a loaded flare gun and 17 flares have in common? Time's up! That's what was in a bag carried by Jacksonville, Fla., real estate investor John Kieser aboard a US Airways flight last August. Friday, he was convicted of carrying a dangerous weapon on a plane and now faces up to 10 months in jail. Reprinted from AVflash 4.05

SHORT FINAL...

After a particularly lousy landing made from the right seat of a commercial airliner, that FO heard the Captain announce "Ladies and gentlemen, XXX Airlines wishes to apologize for that rough landing provided today by our First Officer."

Some months later the same crew was together and, sure enough, the Captain made an even worse one. The First Officer immediately jumped on the intercom, announcing "Ladies and Gentlemen, XXX Airlines wishes to apologize for that rough landing provided today by our Captain."

The Captain turned angrily to his FO. "What did you say that for?"

"Remember a couple of months back when you did that to me?" the First Officer replied. "Now we're even!"

"But I never keyed the mike!" protested the Captain. Reprinted from AVflash 4.01

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A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

"When I was number one for takeoff," replied the student. Reprinted from AVflash 4.02

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Approach: Beech 998, you're showing two thousand feet and intermittent Mode C. Say altitude.

Beech 998: Beech 998 is intermittently at two thousand feet. Reprinted from AVflash 4.03

SHORT FINAL (continued)

From our "Care To Rephrase That?" file...

The traffic was heavy, and the weary local controller had apparently heard all the "blocked" and "stepped on" responses he could take when he made this transmission: "How come every time I key my mic, some idiot starts talkin'?" Reprinted from AVflash 4.04

.....
A veteran airline captain, apparently checking in with ATC on the wrong frequency, was asked, "Say your position?"

to which he replied, "Captain". Reprinted from AVflash 4.05

FOR SALE

1993 PLYMOUTH ACCLAIM. One owner. 80,000 Business Miles. Well maintained. New tires. \$5000. Ron Wright @ 694-1527 East Peoria.

CONSTANT Speed Propeller hub. For older Cessna 180-182. Reworked by Aircraft Propeller Service, Wheeling, IL. \$350 invested. Sell \$235. Al Lurie @ 309/682-1674 afternoons/evenings. Peoria.

FAIRCHILD PT-19 Wing tank. 25 gal. \$100. 815/265-4422 Gilman.

ULTRALIGHT Lazair Micro light. Twin eng. Single place. EC. W/custom made enclosed trailer. \$5400 firm or possible trade. 309/676-3216 Peoria.

1962 PIPER 250 Comanche. 2130TT. 1100 SMOH. New 3-blade Hartzell prop. Spinner. Governor. Very nice interior. Many upgrades. \$54,000. 309/827-5631 Bloomington.

HANGARS For Rent. Tri-county Airport, Yates City, IL. \$25-\$55 per mo. Storage for boats, motor homes, trailers, etc. Call today to reserve your space, 309/742-8668 Elmwood.

Calendar

Feb. 6-8 - MINNEAPOLIS, MN -MN Sport Aviation Conference/Flight Expo. 612/296-9853.

Feb. 6-8 - NEW ZEALAND -Sport Aviation Expo. Matamata Airfield. 09 266 9221

Feb. 7-8 - GRIFFIN, GA - EAA SportAir Workshop. 800/967-5746.

Feb. 8 - NAPLES, FL - EAA Chapter 1067 Pancake Breakfast. 941/ 261-5701.

Feb. 14 - RUTLAND, VT - EAA Chapter 968 Harts & Flyers Fly-In. 802/492-3647.

Feb. 14 - FT. PIERCE, FL - EAA Chapter 908 Fly-In/ Breakfast. 561/461-0346.

Feb. 21 - SPRINGFIELD, IL - 17th Annual Illinois Ultralight and Lightplane Seminar at the Illinois State Fairgrounds. 815/939-0976 or 217/524-5269.

Feb. 21 - ROCKFORD, IL - EAA Chapter 22 "Frank Murray Award Dinner". 815/234-4016 or 815/234-2283.

Feb. 21-22 - PUYALLUP, WA - 15th Annual Aviation Conference/Trade Show. 253/588-6098.

Feb. 21-22 - CHINO, CA - EAA SportAir Workshop.
800/967-5746.

Feb. 21-22 - RIVERSIDE, CA - EAA Chapter 1 Open
House/Fly-In. 909/ 686-1318.

Feb. 25-26 - EDWARDSVILLE, IL - 24th Annual Aviation
Maintenance/Exhibit Seminar. 618/536-3371.

Feb. 26-28 - BILLINGS, MT - Montana Aviation
Conference. 406/444-2506.

Feb. 28 - MEMPHIS, TN - EAA Chapter 182 will hold a
pancake breakfast starting at 8:30 am with their monthly
meeting to follow at 10:00 am.

Mar. 6-8 - CASA GRANDE, AZ -40th Annual AAA Cactus
Fly-In. 602/891-6012.

Mar. 6-8 - TUCSON, AZ -Women in Flight Conference.
520/574-0462.

Mar. 8 - NAPLES, FL - EAA Chapter 1067 Pancake
Breakfast. 941/ 261-5701.

Mar. 21-22 - DENTON, TX - EAA Sport Air Workshop.
800/967-5746.

Mar. 22 - GREELEY, CO - EAA Chapter 720 Snowbuster
Fly-In/Breakfast. 970/353-5807.

Mar. 28 - RIVERSIDE, CA - 6th Annual Airshow-98.
Pancake Breakfast/Classic Car Show. 909/351-6113.

Mar. 28 - MEMPHIS, TN - EAA Chapter 182 will hold a
pancake breakfast starting at 8:30 am with their monthly
meeting to follow at 10:00 am.

April 4-5 - MINNEAPOLIS, MN - EAA SportAir Workshop.
800/967-5746.

April 19-25 - LAKELAND, FL - 24th Annual EAA Fly-In &
Sport Aviation Convention. 941/644-2431.

April 19-25 - LAKELAND, FL - 2nd Annual Mini-500
Round-Up. 816/637- 2800.

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