

Illinois Valley Beacon

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LaHood to attend July Meeting

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Samuel E. Sisk
7214 West Legion Hall Road
Dunlap, IL 61525-9712
(309)243-5729

June 28, 1998

The Honorable Raymond LaHood
United States House of Representatives
100 NE Monroe Street
Peoria, IL 61602

Dear Representative LaHood:

I would like to thank you in advance for agreeing to speak to our Experimental Aircraft Association local chapter on July 8th, at 7:00 p.m. We are a cross section of aviation enthusiasts who use aviation for pleasure and business. Our membership is about eighty in number for the local chapter. The national Organization is almost 170,000.

On February 2, the Clinton administration released their budget for 1999, which called for user fees and a tax increase on the entire aviation community, which we obviously oppose.

On June 5th, By unanimous vote, the U.S. House of Representatives rejected all proposed user fees, including \$37 billion in aviation user fees. Even though these user fees are out of the picture for the moment, we would still like to discuss rising costs in the aviation community at our meeting on July 8th.

Another issue which we vehemently oppose is the privatization of the air traffic control system. We could learn something from the effort to privatize the postal system years ago. The post office is now a system we can be proud of and it is still a government entity.

These two issues, and maybe others, will be points of discussion. We look forward to seeing you. I will meet you in the lobby of Mt. Hawley Airport shortly before 7:00pm, then we will go to our hangar where our meeting will be convened.

Sincerely,
Sam Sisk

Congressman Ray LaHood will be our guest speaker. We will be discussing user fees, ATC privatization, and any other aviation related topic, in a Town Meeting format. Chapter members and visitors will write their

questions for the Congressman on index cards. Then later, if time permits, questions will be taken from the floor.

Be sure to spread the word to all your friends in the aviation community about this opportunity to meet with their Congressman. For further information, call Sam Sisk, 243-5729.

“Breakfast — Parade of Projects”

On Saturday, July 11th, we will meet for breakfast at our hangar at Mt. Hawley Airport, beginning around 8:00 am.

After a leisurely meal we will embark on our annual tour of member projects. Our itinerary is presently incomplete, but should be finalized by Saturday. We hear Joe Rex has made significant progress on his RV4. This is a chance to see what our members are building. Bring a friend to breakfast and have a fun time afterwards looking at aircraft in varying stages of construction!

June Program We met on Wednesday, June 10th, at 7:00 p.m. at Byerly Aviation at the Greater Peoria Airport.

We toured the facilities and got a close up look at a “Renaissance Commander.” The aircraft was totally stripped, including instruments. A cap was being installed on the bottom half of the wing spar, where AeroCommanders usually develop corrosion.

Bruce Byerly explained the extensive overhaul and restoration process that makes the Commander “**virtually**” a new aircraft! Beginning with bare aluminum, the aircraft is completely rebuilt.

Young Eagles Chapter member Neil Pobanz is hosting a Young Eagles Rally at Marshall County Airport in Lacon, on Saturday, July 18th, starting around 8:00 am.

Aircraft, pilots and ground crew are needed to give these

Eaglets their first flight. Hopefully we can round up the usual suspects, er... "volunteers" to make this Rally a success. Come to Marshall County and give some lucky kid their first airplane ride!

North Central We still need a third Chapter member to serve on the Board of Directors of the North Central EAA Old Fashioned Fly-In. If you are interested please contact Ron Wright or Dennis Mellen.

This and That The Bloomington EAA Chapter has dedicated their new Chapter House and their RV4 has flown off its hours and is no longer restricted to the local area.

If your looking for a fun place to visit that isn't far, Hooterville is alive and flourishing.

Sisk International is taking shape and looking good, be sure to ask Sam how soon you can pay him a visit and wake up all his neighbors.

There is a 1980 Cessna 152 with only 1300 hour total time on the flight line at Mt. Hawley.

Speaking of Mt. Hawley, on Wednesday, June 24th, a brand new WACO was seen in Mike the Mechanics maintenance hanger.

Technical Counselor Al Lurie has ordered a set of recap tires for his Cessna 182. Al says he will report on them at a future Chapter meeting.

At the June Saturday breakfast we got a look at the slick Gee Bee pedal plane that Morrie Caudill built for his grandson. Morrie's next project is to design Christmas decorations from a plastic model and pictures of the "Renaissance Commander." Several weeks ago Morrie spoke about aviation to a group of around 30 kids at a Park District Class. He distributed Young Eagle brochures to each child.

We received a notice concerning 1999 EAA Calendars. Now is the time to let Chapter Treasurer Ron Wright know if you want a calendar for next year.

International Young Eagles Day a Success

Saturday, June 13th, was the fifth annual International Young Eagles Day, with hundreds of flight rallies and aviation activities for young people around the world. Registration forms from those events are beginning to arrive at the Young Eagles Office, although it will be several weeks before a final tally is known. In past years, between 10,000 and 15,000 kids received flights during that day or weekend. The day was a safe and successful one from all reports submitted to EAA Headquarters. In Oshkosh, EAA hosted a rally in conjunction with Challenge Air, a group dedicated to supplying Young Eagles flights to disabled children. A total of 105 Young Eagles were flown from Wittman Regional Airport's Terminal area, including young people and their

parents from throughout Wisconsin. There were 16 airplanes and 18 pilots participating in the event, as well as many volunteers helping with registration and ground school. Thanks as well to the Wittman Regional Airport staff for allowing us to use the general aviation ramp, as well as Oshkosh Tower chief Steve Wendt and his staff. The event also received very good publicity from area media.

EAA Efforts Result in Overflight Clarification

The Federal Aviation Administration (FAA) has issued a bulletin clarifying limitations for Experimental amateur-built aircraft flying over populated areas, which will hopefully end confusion over the issue that had emerged in the western United States.

The Experimental Aircraft Association (EAA) and its members in the region had requested the clarification after confusion over operating limitations arose among local pilots and FAA officials in the Los Angeles area. The confusion over proper operating procedure threatened to slow or halt flying activity as pilots were reluctant to fly their Experimental "homebuilt" aircraft for fear of being found in violation of regulations or FAA policy.

"EAA always maintained that FAA had established its policy on amateur-built overflights of populated areas more than 25 years ago," EAA President Tom Poberezny said. "That policy was based on homebuilt aircraft's excellent safety record after the test period. Although this situation grew out of a singular case regarding an experimental exhibition aircraft, it's important to reiterate current policy for amateur-built operations."

The FAA bulletin states that once flight testing is completed in a homebuilt, an Experimental amateur-built aircraft may "operate over densely populated areas, both en route and during takeoffs and landings, and operate within congested airways of the National Airspace System (NAS)."

EAA also asked FAA Headquarters to reiterate to local and region offices that FAA Headquarters should establish policy for U.S. airspace, to prevent a patchwork of regulations that might vary throughout the country.

The situation began when FAA's Flight Standards District Office (FSDO) in Long Beach, Calif., contacted experimental aircraft owners operating at John Wayne Airport in Orange County, Calif. Representatives from that FSDO informed those airplane owners that they may be in violation of FAR Part 91, which prohibits Experimental category aircraft over populated areas "unless otherwise approved."

That was in conflict with FAA policy established in 1972, which stated that amateur-built aircraft could operate over populated areas once certain conditions were met. The policy was created because such operations are not deemed a safety concern, but rather a means of limiting

risk during the initial test phase of such aircraft. This clarification by FAA Headquarters reinforces that policy nationwide.

FAA requested EAA's input on the issue, particularly in drafting a clarification for operating limitations after initial test flights. EAA is continuing to work with FAA Headquarters and its Western Region offices to solve the particular situations regarding operations at John Wayne Airport. The Long Beach FSDO is also involved in the issue, so a reasonable solution to the current situation can be implemented quickly. EAA has also asked FAA to clarify the same issue for experimental-exhibition aircraft.

EAA Objects to FAA 'Traffic Ticket' Program

The Experimental Aircraft Association (EAA) has reiterated its objections to a streamlined administrative process system for violations of federal aviation regulations introduced this spring by the Federal Aviation Administration (FAA). The program, popularly known as the "traffic ticket" program, has a large number of flaws that make it an arbitrary and unfair enforcement procedure to pilots.

FAA first announced the program in April at the 1998 Sun 'n Fun EAA Fly-In at Lakeland, Fla. The same day, EAA officials met with FAA to state the organization's concern to the proposal. It was also reviewed by EAA's Legal Advisory Council, consisting of some of the top aviation attorneys in the United States. EAA also participated in an FAA-hosted gathering of some of the nation's leading aviation organizations that focused on the issue.

"There are a number of things about FAA's proposal that make it bad policy," said EAA President Tom Poberezny. "FAA states that the 'ticket' was not an admission of guilt regarding a violation but only a 'receipt' to show it had been issued. Since the ticket can only be issued if both parties agree to it, a pilot's signature would then be an admission of guilt. There is also no process to appeal a 'ticket' once it is issued. Finally, there was no implementation date assigned to the program, which leads to confusion as to if and when it might begin."

FAA created the proposal in an effort to reduce the time and cost expended on a rules violation. The process would supposedly be handled in much the same way as a motor vehicle ticket, except the FAA allowed no appeal process in the procedure. If an FAA inspector and a pilot agreed that a violation took place, a "ticket" would be issued immediately. That would end FAA's investigation into the particular incident, replacing the usual 10-20 day lapse before a letter of investigation is sent.

Under the "ticket" process, an FAA supervisor would review the violation and could remove it if the accused person provided additional information and the inspector agreed the violation did not occur. Conversely, if FAA entered the information and discovered other "Tickets" or violations, the agency could pursue that matter further.

"While we applaud FAA's efforts to streamline operations

and reduce time and money used on violations, the 'ticket' plan needs much more study and input before it is implemented," Poberezny added. "As now devised, pilots would have fewer options and rights under this plan than under the current FAA violation system."

EAA Efforts Lead to Auto Gas Clarification

The Federal Aviation Administration (FAA) has released a letter restating its support of auto fuel use in certain airframes and powerplants and confirming the good safety record of airplanes that use auto fuel.

The Experimental Aircraft Association (EAA) urged FAA to make a statement after confusion arose when one Flight Standards District Office (FSDO) representative sent a mailing to pilots in Nevada that stated that the use of auto fuels was an unsafe practice and incompatible with aircraft engines and airframes. Much of that letter was based on outdated information from the 1970s.

"We're pleased that FAA responded to EAA's concerns regarding the autogas issue," EAA President Tom Poberezny. "More than 15 years of autogas use in many types of aircraft has established an outstanding record. For one local FAA official to make accusations that autogas use was dangerous was irresponsible. EAA urgently requested FAA Headquarters to clarify its position on the issue to eliminate confusion for pilots and airplane owners."

In its letter to EAA, FAA officials stated that the local FSDO's opinion "is not an accurate representation of the operational service history for these products that use autogas. The 16-year service history for airplanes and engines using autogas is good." In addition, FAA noted the continuing research and evolving technology to test auto fuels, which is now "an acceptable alternative" for airplanes and engines approved for such fuel.

FAA also posted its clarification on its World Wide Web site at <http://www.faa.gov/avr/afshome.htm>.

EAA began conducting auto fuel research in the 1970s as a low-cost alternative to regular aviation fuel. That pioneering research led to the issuance of the first Supplemental Type Certificate (STC) for auto fuel use in an airplane, when then-FAA Administrator Lynn Helms presented the authorizations to EAA in 1982.

Since then, EAA has served as one of two STC providers for aircraft owners who want to use auto fuel in their airplanes. In addition, the organization has continued its research as new blends of auto fuel have been developed, ensuring safety for those using auto fuel in their airplanes.

For Sale

PROTECH PT2C Kit W/eng or w/o. \$5000; BO. 309/963-4764 Danvers.

For Sale (Continued)

MADRAS 1 Pair of super tips. Droop wing tips. For Cessna 150. \$220. 309/647-5984 Canton.

LYCOMING O-320-B2B Zero-time. Electronic ignition. Fuel injection. 3-blade Magnum IVO prop. \$10,000. 309/963-4764 Danvers.

1964 CESSNA 150D. 3400TT. 460 SMOH. 1992 restoration. 9+ P&I. New 760 channel Nav/com & Xponder. \$17,500 firm. 309/647-5984 Canton.

FISHER Classic Bi-plane. 60 hrs. T.T. 532 Rotax. Dual CDI ignition. 2 place. Open cockpit. Fun! Fun! \$17,500. 309/923-5871 Roanoke.

LAZAIR Microlight. Twin eng. 1 person. Custom enclosed trailer. \$5400 or trade for 4WD truck or full dress motorcycle. Rich, 309/676-3216 Peoria.

1964 MOONEY M20C. 3000TT. 350SMOH. IFR. Coupled auto pilot. GPS. Mode C. Intercom. Hangered. Extras. Transferred overseas. \$32,900; BO. 309/673-2026 Peoria.

HANGERS 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.

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

1973 CESSNA 150L. 4000TT. 300 SMOH. New carpet, paint, Nav-com. Hangared. \$22,000. 309/925-4801 Tremont.

VPII VOLKSPLANE Wood & fabric. Fresh 1835cc. Fly open or closed cockpit. GC. Always hangared. \$6500; BO. Must sell! 309/852-4413 Kewanee.

July 8th - 12th — Arlington, Washington Northwest EAA Regional Fly-In at Arlington Airport. Contact: Barbara Lawrence at 360/435-5857, or www.weaa.org/nweaa/

July 11th — Springfield, Illinois Springfield Air Rendezvous. Contact: 217/789-4400.

July 11th — Danville, Illinois Fly-In and swap meet sponsored by EAA Chapter 622. Contact: Dave Sloan, 765/869-5011.

July 11th — Canton, Illinois Ingersoll Airport. Fulton County Flying Club's Fly-In Breakfast Buffet (repeated on the second Saturday of each month). Contact: Thomas Herbst, 309/245-4777.

July 18th — Canton, Illinois Temor Aviation, Inc. 1950's-60's Fly-In/Cruise-In featuring food and a dance band (rain date: July 19, but no band). Contact 309/647-6976; fax 800/647-6976.

July 12th — Pittsfield, Illinois Annual Gathering of Eagles. Fly -In breakfast. Contact: 217/285-4756.

July 24th - 26th — Keokuk, Iowa L-Birds Fly-In. Contact: Irv Lindner at 319/524-6378.

July 29th - August 4th — Oshkosh, Wisconsin 46th Annual EAA Fly-In Convention at Wittman Field. Contact: 414/426-4800.

August 2nd — 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.

Calendar

July 3rd — St. Louis, Missouri Air Fair St. Louis/ Contact: 314/4343434.

July 3rd - 5th — Columbia, Illinois Independence Fly-In '98 sponsored by Gateway Ultralight Club. Flying events, dinner, bonfire, fireworks. Contact: Keith Smith at 314/776-4790.

July 4th — Monmouth, Illinois Monmouth Flying Club's 32nd Annual Fly-In. Contact: 309/734-5983

Calendar (Continued)

July 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.



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