

# Illinois Valley Beacon

January 1999

Volume 6 Issue 1

**Breakfast** Saturday, May 2nd. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. See you there! **What Restaurant?**

*Aeronautically Yours:*

*Brian*

## January "Chilli Supper" Meeting

Our next Chapter meeting will be Chilli Supper on Wednesday, the 13th of January, at 7:00 p.m. at our Chapter Hangar at Mt. Hawley Airport.

This will be a planning session, where we will decide the direction the Chapter will take in the coming year.

*finish this story!!!*

## MAC STORY here

**Calendars** Morrie and Sam are working on a Chapter calendar that will have a collage of members aircraft and upcoming events listed. The calendars will be available for a donation to cover the expenses of reproduction at our January meeting.

## Hello from Sunny Arizona

*December 10*

*From: Brian Briggerman*

*Hi!*

*Thought I would send you a reminder of my new address. Things are going well here. It is a pain to build a house but other than that it is nice. The walls are up on our house and we should have a roof on it next week. Sounds like your weather has been great since we left.*

*My new address is: P.O. Box 20017, Fountain Hills, AZ, 85269-0017. My phone is (602)816-8667. I have two email addresses, with the hotmail address being preferred. They are blb7037@hotmail.com and blb7037@concentric.com.*

*Please say hello to everyone there for me.*

**Membership Dues** for next year remain at \$15.00. Please mail your check for 1999 dues to Chapter Treasurer Ron Wright, 616 Kerfoot, East Peoria, IL. 61611, Ph. 694-1527 e-mail wright.ronald1@mcleodusa.net

## FAA Issues FOQA Policy, but No Rule...

FAA Administrator Jane Garvey promised a rule that would protect airline pilots from overzealous enforcement actions and other abuses, but after years of arguments, the FAA has simply issued a policy on Flight Operations Quality Assurance Programs, not a rule. The FAA wants access to information stored in digital flight recorders, which will then be used to identify negative safety trends. Garvey's policy statement makes it unclear whether this means the aircraft's Digital Flight Data Recorder, Quick Access Recorder, or both. From AVflash 4.49

## ...Define Egregious, Please

In setting its policy for the voluntary FOQA programs, the agency has promised it will not use data gathered for enforcement actions, except in "egregious" cases. It is the definition of egregious that has many concerned. The FAA says it will apply the same criteria used by NASA's ASRS program. For many in industry who have been pushing for these programs, that leaves a hole big enough to fly a 747 through. Pilot FOQA programs have proven a valuable safety tool, but whether wider implementation of these programs is going to happen, given these and many other concerns, is anyone's guess. From AVflash 4.49

## NTSB Issues "LOST" Airplane Report: Flight 54, Where are You?

Controllers at the Elgin, Ill., TRACON are taking some heat in the aftermath of an investigation released by the NTSB on a 1997 crash. The NTSB told the Chicago Tribune a TRACON controller tracking the Piper Saratoga took a break and failed to mention the plane to his replacement. The plane, which was carrying four people, iced up and crashed, but wasn't noticed for 13 hours, by which time all aboard were dead.

According to autopsies, at least one person aboard survived the crash only to die of hypothermia while awaiting rescue. From AVflash 4.49

airlines for in-flight claims. From AVflash 4.49

## **NATA: FAA TAWS Decision Faulty**

The National Air Transportation Association is fighting an FAA rule that would require next-generation terrain avoidance equipment for Part 135 on-demand air charter operators. Under the FAA plan, a Terrain Awareness and Warning System (TAWS) would be required within four years on all turbine-powered fixed wing aircraft with six or more passenger seats. The NATA estimates the cost per aircraft will range upwards of \$100,000, well beyond what many operators can afford and far greater than FAA estimates. The association also argues that the FAA didn't review a single Part 135 on-demand charter accident, and that if they had, their findings would have been different. From AVflash 4.49

## **Cameras Tell Weather or Not to Land**

Pilots who have to deal with the often fog-bound conditions at San Francisco Int'l Airport are going to be getting a little help. NASA has installed digital video cameras ten miles away at the San Carlos airport control tower. The eyes-on-the-sky will give controllers real-time information about fog and low clouds in the area. Updated weather will allow SFO to open and close runways more efficiently, getting more planes in and out. From AVflash 4.49

**NMAC Blamed on TCAS:** Tuesday's close call reportedly began when the TCAS on board Air Ontario Flight 1335, a de Havilland Dash 8-100, warned of a US Airways jet taking off from Albany, N.Y. TCAS issued a Resolution Advisory, ordering the Air Ontario crew to climb. At the same time, Northwest Flight 1186, an Airbus A-320, was ordered by its TCAS to descend. The FAA said the two planes closed to within less than a mile horizontally and 300 feet vertically. A warning was issued by controllers, who claimed to have prevented a midair. The FAA and the NATCA are investigating. From AVflash 4.49

**Who's Watching Over You?** Who's responsible for your pain and suffering when a you get conked by a steamer trunk falling from an airline's overhead cargo bin, or a FA spills 130-degree coffee in your lap? It used to be that airlines could expect the courts to give them a break because of the wording of the Airline Deregulation Act, but that may now change. A new Federal Court ruling could signal a shift in how the courts will deal with personal injury claims brought against the

**A FEDEX Mystery Solved?** A just-released NTSB report may end the arguments as to why a FedEx cargo plane crashed and burned at Newark Airport on July 7, 1997. As the MD-11 bounced after touching down, the landing gear collapsed and the plane broke apart, sliding down the runway in flames. According to the report, the plane became airborne again after touchdown when the spoilers retracted because the throttles were too far forward. The NTSB is drawing no conclusions yet and FedEx had no comment. From AVflash 4.49

**BOEING Production Woes:** The market crises in Asia are having an effect on Boeing as it cut production on its 747, 757, 767, and 777 aircraft. In more human terms, this means as many as 38,000 Boeing jobs lost by the end of 1999, and another 10,000 in 2000. From AVflash 4.49

## **Airworthiness Directives Aplenty:**

Does the FAA have a quota of ADs that must be issued by the end of year? A rash of them just issued has us wondering. One emergency AD requires operators to leave fuel in the center tank of all Boeing 747 models to prevent the fuel pumps from overheating and to cease using the horizontal stabilizer fuel tank of the 747-400 altogether. Airbus was favored with a one-time inspection of center fuel tank fuel pumps on certain model A300s. From AVflash 4.49

**An Exhausting Week:** Some incorrectly welded exhaust wyes sold by Cessna since May 8, 1998 may temporarily ground a limited number of Cessna 340A and 414A twins. Because failure of this wye could lead to a fire and in-flight structural failure, which generally means a bad day, the FAA requires removal and replacement before further flight. From AVflash 4.49

**More Bad Gas:** That not-to-specification avgas we told you about last week has now been tracked to several additional Eastern and Atlantic Coast states at Texaco and AvFuel FBOs, but while concern remains high, there seems to be no mechanical fallout. The fuel failed the "copper strip tarnish test" which means corrosion could develop if the gas was left in fuel tanks for several months. Word has gotten out and many of the pilots who believed

they might have been affected have drained their tanks or diluted that avgas with fuel that is on-spec. From AVflash 4.49

### **Charles Takes a Licking and Keeps on Ticking:**

Ralph Charles could be the oldest licensed pilot in the U.S. and he doesn't intend to give up his title. The Somerset, Ohio man just celebrated his 99th birthday by renewing his FAA medical. He's hoping to be flying for a while longer. "My grandmother lived to be 110, but my dad died in his 40s," said Charles. "I guess I got the right genes." From AVflash 4.49

### **Shut Up Or Else!**

Airlines are being forced to come up with some unusual ways to deal with inebriated pax, but this attempt went tragically awry. A Hungarian Airlines crew, fed up with an abusive and violent passenger, tied him to his seat on a flight from Budapest to Bangkok. A doctor on the flight then gave Mikaeinar Peterson an injection to calm him down. Calm him, it did. Peterson died before the plane could make an emergency landing in Istanbul, Turkey. The doctor and six of the crew were taken into custody by Turkish authorities. From AVflash 4.49

### **Northeast ATC Problems Lead To Close Call...**

AVweb readers recall the computer problems plaguing the Southern California TRACON in recent months. The bad news? Now the opposite corner of the country is seeing similar problems. A computer at Boston Center malfunctioned last week, resulting in two Europe-bound jumbo jets nearly colliding off Long Island. A British Caledonian L-1011 and a Delta Airlines B-767 came within a little more than a mile of each other at FL330. The good news? TCAS did its job and alerted each flight crew to the other aircraft's position. From AVflash 4.50

### **...As Controller Error Blamed for LAGUARDIA NMAC**

Meanwhile, FAA officials said an air traffic controller's error is to blame for a US Airways B-737 coming within 50 feet of a private King Air 90 at LaGuardia airport on Dec. 2. The King Air was on a runway waiting to depart when the 737 was given permission to land on the same runway. Shades of LAX, but with a luckier outcome: the jet flew directly over the King Air and landed in front of it. From AVflash 4.50

### **Safety Advisories Target CESSNA Turbo Twins...**

For nearly two years, the FAA has been working on a new AD against the exhaust systems of turbocharged twin Cessnas to supersede AD 75-23-08 R5. Still no new AD, but last week the FAA did mail a Special Airworthiness Information Bulletin to owners recommending that pilots visually inspect the tailpipes with a flashlight prior to each flight. The FAA says that an AD is still possible, but acknowledged that since awareness was heightened by a 1997 letter from the Cessna Pilots Association <<http://www.cessna.org/twinexha.html>>, "the number of reported inflight fires and accidents related to this problem have diminished." From AVflash 4.50

### **...And Twin CESSNA Breather Vents**

In another SAIB mailed to owners of Cessna 300- and 400-series twins, the FAA warns of several cases in which the engine crankcase breather vents iced over in flight, resulting in abnormally high crankcase pressure that blew out the front crankcase oil seal and resulted in loss of oil. The FAA advisory strongly recommends complying with the Cessna service bulletin concerning alternate venting provisions. The FAA also says it is considering another AD to mandate such compliance. From AVflash 4.50

### **Seatbelt Buckle Airworthiness Directive Released**

Figured the reason you couldn't get that aircraft seat belt buckled is because of your expanding waistline? Well, you can relax a little. An AD was issued last week that applies to over 12,000 restraint systems made by Aircraft Belts Inc. and installed in many GA aircraft. Two failures (count 'em, two!) have been reported in which the buckle assembly locking mechanism did not engage properly. The AD requires, within 10 hours time-in-service, a one-time inspection, with replacement if necessary. Aircraft Belts will provide required replacement parts for free. If you're still having problems buckling up after the AD is complied with, it might be time to hit the gym. From AVflash 4.50

### **...While FAA Orders Inspection of MD-11 Door Wiring**

It's no surprise that MD-11 aircraft are getting intense scrutiny following the Swissair crash. Last week the FAA issued an AD ordering inspection and possible replacement of electrical wiring above the forward passenger doors. The order came after Canadian investigators, examining MD-11s as part of the Swissair crash probe, found damage in some door wiring. The FAA

said there is no evidence that this condition is directly related to the crash of Swissair 111, but the AD requires a one-time inspection of the suspect wiring within 10 days. From AVflash 4.50

### **Fourth Star Awarded to Former Tuskegee**

**Airman:** President Clinton promoted Lieutenant General Benjamin Oliver Davis Jr. to the grade of General on the retired list of the United States Air Force. A graduate of West Point, Davis was one of the first members of the all-black 99th Pursuit Squadron created by the Army Air Corps at Tuskegee Institute in Alabama in 1941. He went on to command the famous all-black 332nd Fighter Group which never lost a bomber to enemy fighters during 200 escort missions in Europe during World War II. From AVflash 4.50

### **CIRRUS Design Chooses GARMIN:**

Left at the altar by Trimble when they quit the biz, Cirrus has hitched up with Garmin to supply avionics for the SR20 four-place single. The base configuration includes one GNS 430 GPS/nav/comm and the GNC 250XL GPS/comm, but Cirrus expects dual GNS 430s to be most popular set-up. From AVflash 4.50

### **Violent Passenger Gets Stiff Prison**

**Sentence:** No more Mr. Nice Guy for airlines dealing with unruly passengers. A drunken passenger convicted of assaulting a Cathay Pacific pilot and flight attendant has been jailed for two years in Britain. In what sounds more like the moves from a pro wrestling match, passenger George Winter had to be handcuffed after he reportedly kicked the male first officer in the groin, and then head-butted a male cabin crew member during a flight last January. From AVflash 4.50

### **Do You Know the Way to Paducah?**

Wonder how many times Superman made this same mistake? AVweb has learned that a Trans World Express Jetstream turboprop with eight passengers accidentally landed at Metropolis, Ill. instead of its intended destination of Paducah, Ky. After the mistake was realized, the passengers had to hail a cab to Paducah, since the Jetstream could only take off empty from the short runway. From AVflash 4.50

**Home, Home on the Plane:** Bruce Campbell of Oregon recently moved into his new home -- an old Olympic Airways B-727 that he bought at a salvage auction for \$100,000. When he's done ripping out the faded blue seats and overhead compartments, Campbell will have 1,066 square feet, plenty of room for his TV, stereo, and furniture. With the recent plans of many airlines to retire their old airplanes, AVweb readers may want to keep their eyes out for similar house-plane bargains. No termites, anyway. From AVflash 4.50

### **Learn to Fly in Three Easy Lessons!**

A Qantas pilot has been suspended after allegations he let three passengers take the controls of his jets during international flights. Two men say they were allowed to fly a Qantas 767 and 747 for up to 20 minutes in separate incidents in 1990 and 1996. One of the men, who was a part-time officer in the RAAF cadets at the time, even has a photo of himself flying the plane. From AVflash 4.50

### **All the Wright Stuff: Remembering the First Who Flew**

They are the famous ones, the heroes, the first to break the surly bonds of earth in a heavier-than-air craft. To commemorate the 95th anniversary of Orville and Wilbur Wright's flight at Kittyhawk, N.C., a bunch of aviation-related alphabet groups threw a party. The DOT, FAA, and NASA along with PBS (TV, that is) held an "aviation education event" for nearly 200 students at FAA's HQ December 17. FAA Administrator Jane Garvey talked of the Wright's vision and the need to keep their legacy alive. One wag in an Internet discussion group focused on the irony of Garvey's declaration, noting that the Wright Brother's flying machine was made with non-PMA'd parts; that the builders were bicycle mechanics, not A&Ps; and that there wasn't a registration or airworthiness certificate aboard, nor even an AFM, when the airplane left the ground. From AVflash 4.51

### **90-Seconds that could Solve a Mystery**

As a newly-filed \$2 billion lawsuit makes its way through the courts, investigators working the crash of Swissair 111 are still trying to figure out why the MD-11 went down. Of the 250 events listed on the Flight Data Recorder (FDR), 40 either don't make sense or totally contradict other events. Some of the details on the FDR are unreadable while others are known not to have happened despite being recorded. Chief investigator Vic Gerden told a Swiss magazine that investigators are now focusing on 90 seconds of computer anomalies prior to the time all flight-recording systems failed. All 229 people aboard were killed when the MD-11 crashed into the Atlantic near Peggy's Cove, Nova Scotia. From AVflash 4.51

**Land and Hold Short -- Or Else** If you've ever been given instructions to land short of a busy runway intersection, you know how hairy it can be at times. Come in too hot or touch down a little long and you'll either burn up your brakes, or worse. The union that represents most of the airline pilots in the U.S. doesn't like land-and-hold-short operations (LAHSO) either, and now the FAA is indicating it wants pilots to perform even more of them. The Air Line Pilot's Association (ALPA) wants the Feds to make some changes to insure safety or it will tell pilots to refuse to accept LASHO clearances. ALPA would like all its concerns addressed by Feb. 19. From AVflash 4.51

**Fighting Ice with Fire, the FAA Way...** The FAA's decision to take a second look at flight into known icing conditions could end up costing airplane owners a bundle. AOPA and others say those FAA reviews could lead to new and "unnecessary" Airworthiness Directives. A proposed AD has already been aimed at Mitsubishi's high-performance MU-2B turboprop. The FAA's proposed modifications to the MU-2 would cost owners upwards of \$27,000 per aircraft (ouch!) to prevent "departure from controlled flight due to undetected ice accumulation." AOPA opposes the AD, saying that there is no evidence that the MU-2B is prone to undetectable ice accumulation. From AVflash 4.51

**...the First of Many?** Don't be breathing a sigh of relief just because you don't have an MU-2B. AOPA and others believe this is just the "leading edge" of more certification reviews of both Part 23 (GA) and Part 25 (Transport Category) aircraft approved for flight into known icing. From AVflash 4.51

**Dreams of a MARRAKECH EXPRESS** If balloonists Steve Fossett, Per Lindstrand and Richard Branson have their way, they won't be home for Christmas. The three lifted off from Marrakech, Morocco Friday morning on their latest attempt to circle the globe nonstop. Sunday saw the trio over Turkmenistan after safely running the gauntlet between thunderstorms in northwestern Turkey and the no-fly zone in northern Iraq. The ICO Global balloon was expected to cross into Afghanistan, and then pass over Pakistan, India, and Nepal, flying close to the Himalayas. From AVflash 4.51

**Here's the Poop on the Loop-De-Loop** Visitors to EAA's AirVenture in Oshkosh already have the opportunity to see the best of the best loop and twirl, but next year there's going to be a little added incentive to keep those rolls nice and tight. Every day during AirVenture '99, pilots will be able to take part in the inaugural Northcoast Aerospace Air Show Pilot Challenge Series. At the end of the '99 season, points from four separate competitions will be tallied and \$150,000 in prize money will be awarded. From AVflash 4.51

**A Safety (Inter)Net:** This December's printed version of the Maintenance Alerts apparently will be the FAA's last. The "Alerts" are read by an estimated 29,000 pilots and mechanics according to the Professional Aviation Maintenance Association (PAMA). Alerts isn't going away entirely -- it can still be found on the Internet -- but PAMA's beef is that not everyone has access to the electronic version. PAMA is asking folks to email FAA officials with their concerns about Internet-only access. Anyone else see the irony in this? From AVflash 4.51

**From Russia, with Love:** The FAA is welcoming a new comrade stateside. The agency granted the very first U.S. type certificate to a Russian aircraft, the Ilyushin IL-103. The all-metal, prop-driven two-seater was issued Certificate number A45CE. The plane is certified in the Utility Category and powered by a 210-HP TCM IO-360ES turning a Hartzell prop. From AVflash 4.51

**Out of the Mist, It's A...** A West Virginia pilot rolled the dice and came up lucky seven last week. A loyal reader tells AVweb that pilot David Board's Cessna 172 had an unspecified engine problem early one morning, forcing him to land on dark, foggy, heavily traveled I-70 near Wheeling. He managed to avoid cars, but motorists were having a tough time avoiding him, zipping by mere inches from his wingtip. After about 15 minutes of terror, Board managed to restart the Skyhawk and took off without further incident. From AVflash 4.51

**Aw Nuts, Another Health Problem:** And you thought peanuts were the only health problem on airlines. Now comes word that while nutty allergies are

dangerous to a few, tuberculosis could be dangerous also. The World Health Organization is warning that with TB increasing worldwide, there is a greater risk of catching it while crammed into a poorly-ventilated, long-haul flight. TB germs survive for hours in the air and are spread through coughing, sneezing and even talking. From AVflash 4.51

## SHORT FINAL...

- Pilots flying heavy iron are sometimes known for their lighthearted jibes at pilots of smaller aircraft.

One day at Toronto's Pearson International Airport, an A-340 was in line for departure behind a Fokker F-28, an aircraft that has a tail that splits to act as a large speedbrake. The Airbus captain was heard on the radio, making some comment about the "cute little plane" in front of him and boasting about the brand new jumbo he was flying.

In response, the Fokker's fuselage speed brakes opened wide, and over the radio a very loud, "Pbbbbbbbt!" was heard.

"I do believe we've been mooned!" said the A-340 first officer to his Captain. From AVflash 4.49

- Cessna: "Miami, Cessna 24737 is at five thousand five hundred."

Center: "Cessna 24737, roger, Fort Pierce altimeter three zero one five."

Cessna: "This is 24737 -- was that setting for me?"

Without missing a beat, Center replied, "No, actually that was for everyone." From AVflash 4.50

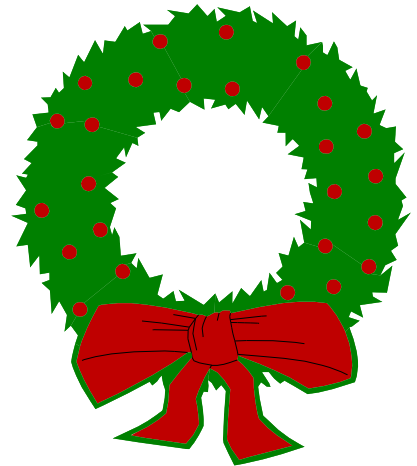
- From our "ATC phraseology not covered in FAA Order 7110.65" file: Cessna: "Van Nuys Ground, Cessna 2467 Sierra, how do you read?" Ground: "On about a twelfth-grade level." (Followed by laughter in the

background.) From AVflash 4.51

## For Sale

**1962 CESSNA SKYHAWK**, 2000 TT AIR FRAME, 800 SMOH ENGINE, NDH, HANGARED, MARK 12B, KX 160, BETA 4000 TRANSPNDR, CAN BE SEEN AT 3MY, **\$20,000.00**, SEE **SAM SISK OR CALL 243-5729**

**1990 SONERAI/GREAT PLAINS AIR SONERAI II L**, Project started in '90; now 85% complete w/ 90% of material to finish. Fuselage on gear/ ceconite covered ( tail feathers, too) and primed with aerotech coatings system product to seal and u.v. protect. Alum wings (using factory built ribs) finished covered/closed, unpainted. Brand new HAPI 1835 cc engine with forged crank; dual ignition ( new Slick mag. and shielded leads); POSA Super carb w/float bowl; s.s. exhaust tubes; top mounted oil cooler; alum. fuel tank; elec. starter; alt.; firewall finished. Other items: cowlng cut/fit; full canopy; wheel pants; plastic wing tips; Good Year hyd. brakes and s.s. discs; new tires/tubes; tail wheel asmbly; NEW Ed Sterba prop w/ both bulkhead plates; alum. spinner; prop crush plate; all rqd. V.F.R. instruments; elev. trim system & flight controls installed; Rex Taylor engine manual; Sonerai plans & Flight manual; other items. Caution: if U R over 6', U R 2 BIG 4 this a/c. \$8750.00 for total project. Completed nose gear asmbly ( to convert this a/c to a tri-gear for non-t.d. pilots) - just \$250.00 more., **\$8,750.00, (309) 694 -1527**



### 1999 Chapter 563 Officers

President: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729  
 Vice President: Joe Rex, 295 E. Lucille St., East Peoria, IL 61611, Ph. 694-3792 e-mail jfr@ix.netcom.com  
 Treasurer: Ron Wright, 616 Kerfoot, East Peoria, IL. 61611, Ph. 694-1527 e-mail wright.ronald1@mcleodusa.net  
 Secretary: Morrie Caudill, 600 W. Melbourne Avenue, Peoria, IL. 61604, Ph. 685-8547  
 Newsletter Editor: Dennis Mellen, 2333 N. Ellis St, Peoria, IL. 61604, Ph. 682-7890 e-mail dennis.mellen@mcleodusa.net  
 At Large Board Member: Bill Mathis, 1408 W. Holly Hedges Dr., Peoria, IL. 61614, Ph. 693-6113  
 Technical Advisor: Al Lurie, 605 E. Armstrong Avenue, Peoria, IL. 61603, Ph. 682-1674  
 Young Eagles Coordinator: Joe Rex, 295 E. Lucille St., East Peoria, IL 61611, Ph. 694-3792 e-mail jfr@ix.netcom.com  
 Flight Advisor: Jim Hannemann, 1404 Miller Street, Washington, IL. 61571, Ph. 444-4062  
 Flight Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729  
 Flight Advisor: Ron Wright, 616 Kerfoot, East Peoria, IL. 61611, Ph. 694-1527 e-mail wright.ronald1@mcleodusa.net