

# Illinois Valley Beacon

February 1999

Volume 6 Issue 2

**Breakfast** Saturday, February 6th. at the Maid Rite in the Metro Center, 4700 N. University Ave., beginning around 8:00 AM. See you there!

**February Meeting** Our next Chapter meeting will be on Wednesday, the 10th of February, at 7:00 p.m. at our Chapter Hangar at Mt. Hawley Airport.

**January "Chilli Supper"** We had about 25 people for a chili supper at our hangar on Wednesday, January 13th, at 7:00 p.m. There was a mixture of good food and good fellowship. The food was plentiful; including chili made by three different members, slaw, cheese, crackers, coffee, juice and Becky made desert. This was a pretty good turn out for a cold Wednesday evening in January!

During the business meeting, Treasurer Ron Wright reported that we are currently running about a \$90 per month deficit.

This was a planning session, where a number of ideas were thrown out concerning how to make up the deficit and what direction the Chapter should take in the coming year.

Some of the brainstorming suggestions for fund raising projects included: 1.) Hangar breakfasts during the winter months without fried food. 2.) A Fly-In breakfast or luncheon. 3.) A plane wash. 4.) A B-17 visit in the year 2000. 5.) A craft sale. 6.) Increase dues to \$20 next year. 7.) Forming a 501 C3 corporation to allow tax deductible contributions to the Chapter for educational purposes. No final decisions were made, but it was agreed that one or more of these ideas should be implemented during the coming year.

**Hangar Space Available** We presently have space for one more aircraft, homebuilt or project, preferably a low wing, in our Chapter hangar.

With one less tenant, we are running about a \$90 per month deficit on the hangar. Tenants must be chapter members. If you are interested in a home for your aircraft, please contact Sam Sisk, Morrie Caudill Ron Wright or Bill Engel for the details.

**Calendars** Morrie and Sam have created a Chapter calendar with a collage of members and their aircraft. Important dates and events are listed.

During the January meeting we sold about 25 calendars, at \$5.00 each. We have many more for sale. The calendars have a little something for everyone. Everyone seemed pleased with how good the calendars looked!

**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 REVIVES "TRAFFIC TICKET" PROGRAM** Get ready for Round Two of the FAA's "streamlined administrative action program." The original ill-conceived and poorly explained policy -- known universally outside the agency as the "traffic ticket" program -- was first announced earlier this year and withdrawn only after a storm of protest from AVweb and the alphabet soup organizations. Last week, FAA Administrator Jane Garvey told a meeting of general aviation types that her agency would revive the program for scheduled implementation in June, 1999, with changes designed to address the concerns raised by AVweb and the industry. "We addressed the aviation community's concerns and have developed a policy that does away with on-the-spot action and benefits everyone," said Garvey in a press release. From AVflash 4.52

**...WE'RE NOT SURE WHAT THIS MEANS YET...** Unfortunately, the FAA has not yet provided a detailed description of the revised program. What we do know is that the modified program eliminates the notion of FAA inspectors handing out "tickets" on the spot. Instead, the inspector will discuss the alleged violation with the certificate holder, then go back to the office and send a warning letter to which the certificate holder will have seven days to respond. What we don't know yet is what happens if the certificate holder disagrees with the inspector's allegation that a violation occurred, or whether the FAA is prepared to keep these administrative actions private and not reveal them to employers, insurance companies and other interested parties. These two issues -- appeal and privacy -- are likely to be the main issues under scrutiny when the agency reveals the details of its program and gears up to train the 3,300 inspectors who will have responsibility for implementing it. From AVflash 4.52

**...BUT USER GROUPS "GUARDEDLY OPTIMISTIC"** The aviation community's reaction so far has been muted, owing in part to holiday-season timing and lack of details. The EAA, for example, called it a "positive step" and commended the agency for "its common-sense approach to a new administrative enforcement process and its efforts to build trust between pilots and the federal agency."

Similarly, the National Air Transportation Association said it was "encouraged" by the announced revisions. NATA President Jim Coyne noted that, "It's evident the FAA Administrator took the aviation industry concerns seriously, making necessary changes to the prior initiative." Coyne labeled his organization "guardedly optimistic" about the revisions. So is AVweb, and we will continue to keep you posted as the details of this program come into focus. From AVflash 4.52

#### **MORE REACTION TO THE FAA'S TICKET PROGRAM**

Two weeks after it was announced, the AOPA weighed in on the FAA's new and allegedly improved "Streamlined Administrative Action Process." The AOPA's Phil Boyer says the most objectionable part of the program, the on-the-spot ticket issuance, has been dropped. However, AOPA wants to see additional information to determine if the modifications to the ticketing process make it both fair and equitable to the pilots who will be affected. From AVflash 5.02

#### **EMBRY-RIDDLE'S CESSNA FLEET GROUNDED OVER THANKSGIVING**

In late November, a 1998 Skyhawk belonging to Embry-Riddle Aeronautical University made a precautionary landing at Deland, Fla., after its engine developed severe in-flight vibration. The plane was one of 53 new Skyhawks operated by ERAU in Daytona Beach (15 '97 models and 38 '98s). The next day, a high level of aluminum showed up in the oil analysis of another of ERAU's 1998 Skyhawks. ERAU pulled the cylinders from both Lycoming IO-360s and found extreme piston pin plug wear. The plane that put down at Deland also had a fractured piston. ERAU grounded its entire 172R fleet and -- after consulting with Cessna and Lycoming -- decided to pull all the cylinders on all 53 Skyhawks. This revealed two more 1998 Skyhawk engines with piston pin plug wear serious enough to warrant full teardowns. Lycoming elected to provide four replacement engines under warranty. From AVflash 5.02

**...THE PLOT THICKENS** Inspection of the 34 other 1998 Skyhawks in the ERAU fleet revealed that ALL had piston pin plug wear that ERAU mechanics considered abnormal. ERAU decided to replace all 272 of the plugs with an older-style part, and Lycoming agreed to furnish the replacement plugs under warranty. Curiously, none of ERAU's fifteen 1997 Skyhawks showed abnormal wear, nor did any of the eight 1998 Skyhawk SPs at ERAU's Prescott, Ariz., campus. The problem appeared to be confined to ERAU's 1998 Skyhawks, and those 38 aircraft all had serial numbers within a 70-number range. From AVflash 5.02

#### **...LYCOMING HAS A DIFFERENT VIEW**

Lycoming engineering guru Rick Moffett told AVweb that Lycoming has been aware for some time of an increasing incidence of abnormal piston pin plug wear across many different engine models, ranging from mild-mannered O-320s to fire-breathing TIO-541s. The accelerated wear appears to have started at least as early as 1996 and possibly even 1994, according to Lycoming data. Lycoming has a test program to reproduce this problem, isolate its cause, and come up with a fix, Moffett told us,

but so far, there are lots of theories but no real answers. Following the ERAU situation in November, Lycoming issued Service Instruction 1492A urging operators to perform regular oil filter inspections and spectrographic oil analysis, and to contact Lycoming if either shows abnormally high aluminum or iron content. From AVflash 5.02

#### **...SOMETHING OLD, SOMETHING NEW**

Piston pin plug wear has been a problem with Lycoming engines for decades, but what used to be an infrequent problem now seems to be occurring more frequently. But nobody's sure how much more frequently, when the escalation began, or what's causing it. So far, Lycoming denies having any evidence to suggest that the piston pin plug wear problem has gotten much worse in 1998. But, we find the ERAU findings too significant to ignore. Considering only the four trashed or contaminated engines that Lycoming replaced under warranty, that's still more than TEN PERCENT of ERAU's 1998 Cessna 172R fleet! So, why isn't Lycoming, Cessna or the FAA looking at all of the non-ERAU Cessna 172Rs within the 172806xx serial number block into which all 38 affected ERAU Skyhawks fell? What about all of the other engines that came off Lycoming's assembly line about the same time? Lycoming's answer is that the filter inspections and oil analysis per S.I. 1492A will catch any problems before they become serious. But, the entire ERAU fleet was on a program of oil filter inspections and oil analysis, yet one of those engines came apart in flight. That's not particularly reassuring. From AVflash 5.02

#### **...SO WHAT'S AN OWNER TO DO?**

Until Lycoming comes up with an explanation and a fix, operators should be alert to signs of increased aluminum or iron during oil filter inspections and oil analysis, and those who have not been cutting open filters or sending oil to the lab should start doing so. Certainly, if we owned a Cessna 172R with a serial number in the 172806xx range, we'd be mighty nervous right now. The same probably should apply to anyone who took delivery of a new, reman, or factory-overhauled Lycoming engine or who installed new Lycoming cylinder kits since about spring of 1998. While AVweb is not suggesting that operators preemptively yank all cylinders the way ERAU did, prudence certainly suggests keeping a watchful eye on oil analysis and oil filter inspections -- and perhaps even doubling the frequency of such inspections. At the first sign of elevated aluminum or iron, a borescope inspection and a call to Textron Lycoming Product Support at 1-570-323-6181 would certainly be in order. From AVflash 5.02

#### **LYCOMING PISTON PIN PLUG UPDATE**

The Cessna Pilots Association last week updated its members on the Lycoming piston plug mystery reported by AVweb three weeks ago. An eight-member FAA team returned from Lycoming's Williamsport, Pa., facility with more information but no fix. Reports of 55 piston pin plug failures have been uncovered. Failures have involved parts with as few as 20 hours time-in-service and as many as 700. Also, the failure rate on engines and cylinder assemblies manufactured since June 1997 is up.

Lycoming has discontinued use of the piloted piston pin plug and returned to using an aluminum/bronze non-piloted plug. From AVflash 5.05

### **NTSB RECOMMENDATIONS COULD GROUND AEROBATIC PILOTS**

The NTSB last week made recommendations that could be a major blow to pilots with heart problems who enjoy aerobatics. In a formal letter to FAA Administrator Jane Garvey, the Board recommended that all pilots with cardiac-based special issuance medical certificates be restricted from engaging in aerobatic flight. The recommendation was prompted by three fatal accidents during aerobatic flight since 1980 in which it was determined that the pilots had pre-existing heart conditions. According to the NTSB, cardiac conditions can affect a pilot's ability to tolerate high-G maneuvers and certain medications can compound the problem. In the worst case, G-induced loss-of-consciousness (G-LOC) can occur. If the FAA accepts the NTSB recommendations, it may use FAR 67.401(d)(3) to place operational limitations on special issuance medical certificates. From AVflash 5.03

### **EAA OPPOSES PROPOSED RULES CHANGES FOR MECHANICS**

On another general aviation front, the EAA asked the FAA to withdraw its proposed changes in regulating aviation maintenance technicians, citing the additional burdens that would be imposed if the proposals were adopted. The FAA's proposals for changes in FAR Parts 65, 66 and 147 have generated increasing concern among G.A. groups, including the NATA and the EAA, since they emerged last year. The EAA says the changes will cause great problems for FBOs attempting to find qualified technicians. From AVflash 5.03

### **MORE MONEY, MORE PAPERWORK, NO BENEFITS?**

Aviation groups including the AOPA and the National Air Transportation Association (NATA) are roundly panning the FAA's proposed revision of certification requirements for aviation mechanics. Douglas C. Macnair, director of regulatory and certification policy for the AOPA, says that the FAA's "solution" to its perceived problem will cause "significant economic and administrative burdens for the aviation industry." The FAA's proposal would replace sections of the existing Federal Aviation Regulation Part 65 with a new FAR Part 66 establishing a two-tiered mechanic certification system. A&Ps would become "Aviation Maintenance Technicians" or "Aviation Maintenance Technicians-Transport." From AVflash 5.04

### **STRICT RULES, BIG PROBLEMS?**

The proposed new rules are so strict that even forgetting to tell the FAA about an address change within 30 days would invalidate an A&P's -- sorry, AMT's -- certificate and make any aircraft subsequently worked on legally "unairworthy." The proposal would also make it much harder for aircraft owners to get certified to work on their own planes. The FAA is proposing these draconian actions in the belief that some mechanics, primarily those working on transport-category aircraft in air carrier service, weren't getting adequate training. From AVflash 5.04

### **AN FAA/DOT DIVORCE?**

Rep. Bud Shuster (R-PA) would like to see a parting of the ways. Shuster, chairman of the House Committee on Transportation and Infrastructure, will propose legislation to make the FAA independent of both the DOT and the White House. Shuster says the FAA would work better as an independent agency like NASA and needs to be freed from political restraints to get the job done. Shuster is also working on legislation to free the aviation trust fund from budget restrictions and to reauthorize the Airport Improvement Program. From AVflash 5.02

### **CONGRESS PUSHES AVIATION ACTION BUT BILLS STILL DIFFER**

The current deadline for the FAA's funding programs is March 31, and that's not far off. Despite ongoing distractions, Sen. John McCain (R-AZ) says a bill to reauthorize the FAA won't fall by the wayside. His push is for two years of funding plus more airline flights into smaller airports. Meanwhile, Rep. Bud Shuster (R-PA) wants to reauthorize the FAA for five years and to ensure that all the money in the Airport and Airway Trust Fund is spent. Increases in passenger facility charges are likely to be a major sticking point, also, as airport groups have hired high-caliber lobbying talent and airlines are gearing up to fight any hikes. From AVflash 5.04

### **INHOFE TO RE-INTRODUCE "HOOVER BILL"...**

U.S. Senator Jim Inhofe (R-OK), whose "Hoover Bill" was narrowly defeated on the Senate floor late last year, plans to reintroduce the measure soon. Inhofe's bill would allow the NTSB to review the FAA's emergency revocation of a pilot's license. The measure is dubbed the "Hoover Bill" in recognition of aviation icon Bob Hoover's three-year tussle with the FAA over a similar revocation. Inhofe, an active pilot, is receiving strong support for his bill from airline, pilot and general aviation organizations. From AVflash 5.05

### **AOPA PROTESTS NOAA'S WAC-KY IDEA**

Here we go again. In 1992, the National Oceanic and Atmospheric Administration (NOAA) proposed eliminating the World Aeronautical Chart for budget reasons. Now, according to the AOPA, this idea has raised its ugly head again, as the charting agency says it is facing a \$5.2 million shortfall. To make up for what the AOPA calls "bureaucratic inattention," the NOAA plans to discontinue WACs and to increase the prices of its other chart products by six percent. The proposal attempts to address the latest in a continuing series of budget problems at the NOAA. From AVflash 5.03

### **CANADIAN "GHOST" PLANE CRASH LEAVES NO TRACE OF PILOT**

Sounding like an episode of the "X-Files," authorities in Smith Falls, Ontario, found the wreckage of a stolen Cessna 210 -- minus any bodies -- near the end of a runway at the local airport two days after Christmas. According to Ontario Provincial Police, there was no evidence that anyone had been in the plane -- no blood, no clothing or even any footprints in the snow around the crash site. After two days of searching the area with helicopters, canine units and emergency search and rescue teams, police found no evidence of the pilot or

that he bailed out with a parachute. The cockpit was being checked for fingerprints in a last-ditch attempt to find the mystery person who stole the plane. From AVflash 5.01

### **LUCK WAS WITH SURVIVORS OF ROCKIES CHEROKEE CRASH**

The pilot of a Piper PA-28 should have played the lottery last Wednesday while his luck was running red hot. Glen Eberlein, of Menlo Park, Calif., and his two passengers not only survived a crash in the Rockies west of Boulder, Colo., during a howling blizzard with only minor injuries, they also had the good fortune to come down near a cross-country skier who heard the crash and helped rescuers quickly reach the crash site. The fortunate three were on their way from Boulder to Steamboat Springs to ski when severe turbulence forced them down. From AVflash 5.01

### **FCC APPROVES CELL PHONE SYSTEM FOR AIRCRAFT USE...**

Last week's decision by the FCC allowing airborne cellular phone use depends on a system developed by wireless phone carrier AirCell Inc. of Louisville, Colo. The FCC previously banned cellular phones on airplanes, citing interference issues. Instead, the AirCell system claims to circumvent the interference issue by hiding the air-to-ground signal from conventional ground-based cell sites. From AVflash 5.01

### **...BUT CONTINUES BAN ON CONVENTIONAL CELL PHONES**

Sorry, but you still won't be able to use the new cell phone you received for Christmas while flying. Checking the specifics at AirCell's Web site <http://www.aircell.com> reveals that the FCC-approved system will only work with ground sites equipped with the company's specialized antennas and with phones manufactured and distributed by AirCell. Further, the system requires two phones, one for use when the aircraft is on the ground and one for use when the aircraft is airborne above 5,000 feet AGL. From AVflash 5.01

### **GET A FLYING START WITH NEW EAA WEB SITE:**

You may want to point your Internet-savvy friends interested in learning to fly to a new EAA Web site. By connecting to the site at <http://www.flyingstart.org> aviation enthusiasts can learn more about the EAA-developed Flying Start program, which is designed to assist people who have questions about learning to fly. The site answers many basic flying questions regarding safety, cost and time. From AVflash 5.01

### **SKILLFULL PIPER PILOT AVERTS MOBILE HOME PARK DISASTER:**

As if mobile home residents don't have enough to worry about with tornadoes zeroing in on them, a Michigan pilot averted disaster last week when he landed his PA-28 in a mobile home park near Knoxville, Tenn., after the plane's engine failed. The pilot, Darrel Morgan, is being credited with preventing injury to anyone at the park after he avoided rows of mobile homes during his landing. Morgan and his passenger survived the accident. From AVflash 5.01

### **AIR FRANCE CONCORDE FLIGHT FOR NEW**

**MILLENIUM:** Watching Dick Clark and a big ball of lightbulbs drop in Times Square to ring in the New Year just didn't get you excited this year? For only \$39,800, you can book a seat on the Air France Millennium II Concorde charter tour set for New Year's Eve 1999. The 11-day trip commences with two celebrations -- the first in Paris and the second in New York City -- and continues on with stopovers in Hawaii and Mexico. Now let's just hope that the Concorde's systems are all Y2K compliant. From AVflash 5.01

### **BACKUP GENERATORS REAL CAUSE OF SFO FOG DELAYS?**

It was widely reported that thick fog in the San Francisco Bay area stranded thousands of passengers in San Francisco on December 27-28. Instead, AVweb has received word that although the fog was thick in the Bay area, SFO was almost never below CAT III minimums. Apparently the real problem at SFO was a faulty backup electrical generating system, which must be online continuously during CAT II/III operations to safeguard against a power interruption. Without the backup generators working, flights were limited to CAT I ILS approaches only. From AVflash 5.01

### **GUINNESS BOOK RECORD PILOT STILL FLYING THE LINE:**

Unlike other, "lesser" achievements, 83-year-old John "Ed" Long's Guinness Book of Records entry for most flight time by a pilot will probably not make it on the TV show of the same name. But that certainly doesn't diminish his flying accomplishment. He's amassed more than 64,000 hours in the air, much of it flying over the countryside at 2,000 AGL checking power lines for an Alabama utility. From AVflash 5.01

### **WAITING FOR WAAS: FAA DELAYS PHASE 1 AND AOPA SAYS "GOOD"**

If you were eagerly anticipating the 1999 kickoff of the new Wide Area Augmentation System (WAAS), be patient. The FAA is delaying the Phase 1 rollout from July 1999 to September 2000 to complete development on a software safety program. The AOPA is putting a positive spin on the delay, calling it a "good thing" for general aviation that promises greater safety. The AOPA's Phil Boyer said GA is willing to accept some delay in an aggressive implementation schedule to ensure that GPS/WAAS is completely proven and reliable. If and when it's finished, the system will offer precision approaches at thousands more airports than before. From AVflash 5.02

### **NORTHWEST AIRLINES SCORES A TRIPLE BOGEY**

Northwest Airlines is reeling from their year of discontent. The Grinch paid a pre-Christmas visit in the form of a third quarter net loss of \$224 million. Predictions are that the summer strike will lead to losses for the entire year. And, the new year brought no end to the carrier's problems. Timothy and Susan Koczara of Grosse Pointe, Mich., have filed a legal action claiming the airline falsely imprisoned them. The Koczaras were two of an estimated 4,000 NWA passengers forced to remain inside their planes at the Detroit airport for eight hours because snow blocked the arrival gates. From AVflash 5.02

## **DANGER FROM "PROSPECTIVE BUYERS":**

The Aviation Crime Prevention Institute says a Cessna P206 based in Montrose, Colo., was stolen by a "prospective buyer" allegedly connected to a Mexican drug cartel. The 1969 TP206D, N8729Z, s/n P206-D529, white with blue and gray trim, was flown from Montrose to Payson, Ariz. If you have any information, contact ACPI at 1-800-969-5473. From AVflash 5.02

**BANISHING BLUE ICE:** As if airline crews don't have enough of a preflight checklist, now they have to remember to flush the forward toilets. A new emergency AD aimed at certain Boeing 737s requires installation of a placard warning the cabin crews about the positioning of a forward lavatory valve. Seepage from the lav has formed blue ice outside the fuselage exterior that has led to both horizontal stabilizer damage and to engine flameout. There is also the danger of someone on the ground getting whacked by a falling chunk of blue ice. AVweb urges airlines to make this AD their Number One or Number Two priority. From AVflash 5.02

**ALLISON'S BIG CHILL:** Cold weather is causing problems for owners of planes with some Allison jet engines. The FAA last week issued an emergency AD that affects 120 Embraer EMB-145 and Cessna Citation 750 aircraft when the temperature drops below freezing. Until the FAA's investigation is complete, operators must do high-power leak and oil-level checks. From AVflash 5.02

## **WESTBOUND AND DOWN AT PITTSTOWN?**

Some travelers trying to escape the cold at Sporty's Pittstown Point resort in the Bahamas last week may have stayed warm, but they didn't stay dry. An eyewitness said a heavily-loaded Beechcraft F33 wallowed on rollout, over-rotated, struck the runway with its tail, rolled off the end of runway 28, launched 20 feet off a sand berm, and finally came to rest in four feet of water. Four largish persons and a 70-pound dog exited the plane unharmed. A "substantial amount" of luggage was recovered when the plane was hauled out of the drink, but no Slimfast was listed in the W&B. From AVflash 5.02

**IT KEEPS GOING AND GOING AND...** Reports of its death are greatly exaggerated, it seems, and Loran-C just keeps plugging along. A company doing some testing on Loran as an aid to GPS/WAAS is using a low profile loop antenna they say will eliminate P-static. Illgen Simulation Technologies says there's no need for a retrofit for current Loran users but that new Loran-C or combined GPS/Loran avionics could utilize the technology and eliminate the P-static problem. From AVflash 5.02

## **MARKING YOUR CALENDAR THROUGH 2008:**

Never let it be said that the EAA doesn't plan ahead. Here are the EAA AirVenture "Oshkosh" dates through the year 2008: July 28 - August 3, 1999; July 26 - August 1, 2000; July 25 - July 31, 2001; July 24 - July 30, 2002; July 23 - July 29, 2003; July 28 - August 3, 2004; July 27 - August 2, 2005; July 26 - August 1, 2006; July 25 - July 31, 2007; and July 23 - July 29, 2008. Whew! From AVflash 5.02

## **CHALLENGES TO GA: AOPA FIGHTS CLOSING OF HAWTHORNE, CALIF. AIRPORT...**

Which do we need more, shopping malls or airports? Like AVweb, AOPA thinks we have enough malls and is asking Hawthorne's city fathers to rethink a plan to close their airport and build a retail mall on the site. Hawthorne (HHR) is the closest reliever airport to LAX and allows general aviation access to the area's industries and businesses without forcing the use of the busy airline hub. So far, letters to the city council by AOPA and other organizations may have postponed the decision. AOPA has also asked the FAA to express its concern about any effort by the city of Hawthorne to close this important SoCal reliever airport. From AVflash 5.03

## **...AND PETITIONS FAA TO RECONSIDER MOONEY AILERON AD...**

Back on the Right Coast, AOPA is petitioning the FAA to reconsider an Airworthiness Directive affecting some 7,500 Mooney owners. AD98-24-11 applies to most Mooney M20 models and requires repetitive inspections of original-design aileron control links every 100 hours. AOPA says its review of service data shows that only about three cracked control links have been found and that the cracks were detected before the component was removed from the aircraft. AOPA is asking that the AD inspection interval be changed from every 100 hours to each annual inspection after initial compliance. From AVflash 5.03

## **AGATE NEEDS YOUR HELP:**

Here's a chance for pilots to have some input into what the future of general aviation may look like. The Advanced General Aviation Transport Experiments (AGATE) program is urging pilots to participate in a 10-minute survey at their Web site. The survey will be used to define the technical requirements needed to meet the public's expectations and to address the challenges of defining the operating requirements for what it calls "Advanced Personal Air Transportation System" (APATS). Surf over to <<http://apats.org>> to take the survey. From AVflash 5.03

## **A FLARE FOR THE OBVIOUS?**

Keeping a watchful eye on a White House that already has enough problems, security agents fired a red warning flare from the executive mansion roof Friday at a Piper Navajo that strayed too close. The Secret Service said the Navajo -- initially reported by CNN as a "twin-engine Piper Cub" -- had been forced by high winds into the prohibited airspace around the White House and was not considered a security threat. The Navajo pilot prudently and expeditiously flew away after the flare was fired. From AVflash 5.03

## **GO FLY A KITE!**

You've probably felt like saying that to many of the politicians in Washington recently, right? Well, you can come close at the 33rd Annual Kite Festival, scheduled for March 27, 1999, near the Washington Monument. The Smithsonian Associates-sponsored festival is open to the public. Surf to <http://www.si.edu/tsa/rap/kitefest.htm>. From AVflash 5.03

## **IN-FLIGHT MAGAZINE SCRIBBLINGS FORCE**

**AIRLINER EVAC:** Don't believe everything you read in those in-flight magazines. All 150 pax aboard Delta Air Lines' Flight 9912 evacuated at the gate in Windsor Locks, Conn., after a message about Middle Eastern terrorism was found scrawled inside one of those publications. State police and bomb-sniffing dogs searched the plane for about an hour but found nothing else suspicious. From AVflash 5.03

**YOU DIRTY RAT!** A Malaysia Airlines captain aborted a flight to Perth and returned to Kuala Lumpur after a rat was spotted on board. A real, first-class rat. "The aircraft had to return to KL International Airport Sepang half an hour later when a rodent was sighted on board," a statement from MAS said. Apparently the rat had a penchant for the good life, as a MAS spokeswoman said it was seen in the first-class cabin. From AVflash 5.03

**BLESS YOU, MY PASSENGER:** Compared to other recent incidents of air rage, this one was almost downright saintly. A man who called himself Jesus and blessed fellow airline passengers by tapping them on the head with a pillow was convicted last week of assaulting a flight attendant when he was ordered to take his seat on a USAirways flight. Dean Trammel was found guilty in a non-jury trial and could get up to 20 years in prison. From AVflash 5.03

**JFK BIRD ENCOUNTERS NUMEROUS AND COSTLY:** Forget buying Internet stocks as a way to become rich. The person who develops a good idea for keeping birds away from airports could cash in big time, especially at New York's JFK airport. Birds collided with planes or interfered with runway operations at JFK 100 times last year. From AVflash 5.03

**PACIFIC NORTHWEST GETS FAA'S BEST, BUT MURPHY IS ALIVE AND WELL** New ATC computer equipment being installed across the country is going to be faster but not foolproof, as controllers in the Northwest U.S. have discovered. FAA Chief Jane Garvey and DOT head Rodney Slater went out to christen the new Display System Replacement (DSR) Wednesday at the Seattle Air Route Traffic Control Center (ARTCC), just days after the speedier, more powerful system suffered a battery failure during a routine check. The power loss KO'd the new equipment and radar, causing delays for up to an hour, but so far controllers seem happy with it. Prime contractor Lockheed Martin plans to have DSR installed in all 20 U.S. ARTCCs by the summer of 2000. Batteries are not included. From AVflash 5.04

**WATCH AND SEE, GPS GETS SMALLER STILL:** Not too many years ago, GA pilots were told that a new-fangled technology called GPS would never be cheap enough for the piston-engine masses. Now, Casio has unveiled what it calls the world's first wristwatch with built-in GPS. A lithium battery provides about ten hours of monitoring and updates its readout once per minute. No word yet on the price, when the watch will be available nor on how many STCs will be required to use it. From AVflash

5.04

**FAA SITES UP AND RUNNING:** The FAA's new web site, the FAA Flight Standards Aviation Information site <http://avinfo.faa.gov>, appears to make navigating the maze of FAA sites a bit easier. While you're at it, the long-awaited revision of AC 43.13-1A (now -1B), "Acceptable Methods, Techniques and Practices of Aircraft Inspection and Repair," is now available at FAA web site <http://www.faa.gov/avr/afs/300/pdf/1a-cover.pdf>. From AVflash 5.04

**TIME-TO-CLIMB RECORD:** On Wednesday, Jan. 20, Wayne Handley did something no one has done since Lyle Shelton did in 1972. He broke the record for time-to-climb to 3,000 meters (9,842.5 feet) in a prop-driven aircraft. Handly climbed the Oracle Turbo Raven in less than seventy seconds. We're telling you this as a reminder to read Joe Godfrey's excellent piece on Handley at <http://www.avweb.com/toc/profiles.html>. From AVflash 5.04

**WARM WINTER LEADS TO OILY SPRING:** Keep your eyes peeled this spring for a new product from Shell Oil: AeroShell 100W PLUS. Shell's Ben Visser says the new product is a straight-weight 100W oil with the tongue-twisting additive Butylate TriPhenyl Phosphorous (TPP). This is the same stuff now in AeroShell 15W50 multi-vis, and in Lycoming LW-16702 "snake oil" additive. Shell says that the additive forms an oxidized film on internal parts of the engine as it cools down that helps to prevent corrosion and wear at start-up. From AVflash 5.04

**CESSNA INCREASES** The Cessna Aircraft Company set top marks in 1998. Cessna delivered 1,077 airplanes in 1998, compared to 618 in 1997, and saw increased sales in all of its product lines. In addition to the deliveries, the company also took 1,147 firm orders, setting a recent record in sales activity. From AVflash 5.04

**DRUNK AND STUPID** A pilot doing touch-and-goes at Palm Beach International Airport last week twice landed his Cessna 172 without permission, forcing a commuter plane to hurry off the runway and a Learjet to go around. When erstwhile pilot Stephen L. Brackman returned to the airport some two hours later -- forcing yet another airplane to abort its landing -- authorities swarmed the plane and arrested him. His blood alcohol level was more than THREE times the limit. He was charged with a felony count of operating an aircraft while intoxicated. From AVflash 5.04

**STUDY RECOMMENDS GPS FOR PRIMARY AIRCRAFT NAVIGATION...** A long-anticipated report by the Johns Hopkins University Applied Physics Laboratory summarizing a six-month "risk assessment" of GPS as the sole means of navigation was released last week. The lengthy report concludes that GPS can be "the only navigation system installed in the aircraft and the only navigation service provided by the

FAA," but that augmentation is needed to achieve this status. The FAA, AOPA, and the Air Transport Association (ATA) cosponsored the study. Both the AOPA and ATA called for rapid implementation of WAAS and two additional signals. From AVflash 5.05

## ...AS VP GORE ANNOUNCES GPS UPGRADE FUNDING

Right on cue, Vice President Al Gore last week announced a new \$400 million initiative to modernize GPS. Key to the initiative is a recent White House decision on the frequency for a third civil signal to meet the needs of safety-critical applications such as civil aviation. We'll all have to wait a bit longer before using the improved signal, though: Redesigned satellites are not planned for launch 'til 2005. From AVflash 5.05

## TEMPORARY TOWER HELPS KEEP SKIES SAFE OVER SUPER BOWL

A small group of controllers had some good seats at Sunday's Super Bowl, with the FAA running a temporary control tower to oversee the many aircraft converging on Pro Player Stadium in Miami. The temporary tower, staffed by five controllers, was located atop the stadium's northeast corner and occupied about 10 rows of valuable seats. The NFL requested the tower and paid the \$6,000 bill to operate it. From AVflash 5.05

## ERNEST GANN STUDIO LOST IN BLAZE:

The studio of famed aviation writer Ernest K. Gann, located at Red Mill Farm on San Juan Island, Wash., burned to the ground last week in a fire started by electrical problems. Gann, author of many aviation classics, including "The High and The Mighty" and "Fate Is the Hunter," spent his last years writing and painting in the studio. From AVflash 5.05

## HOW I SPENT MY SUMMER VACATION:

Tired of your kids making another Eiffel Tower model out of Popsicle sticks? It's not too early to plan where you want to send them to camp this summer. One idea is to check out the EAA Aviation Foundation's offerings. For kids 12-18, the camps include a mix of aviation studies and aviation-based recreational activities. For more information, check the EAA's Web site at <http://www.eaa.org>. From AVflash 5.05

## AUSSIE PILOT'S LUCK RUNS HOT, THEN COLD, THEN HOT AGAIN:

If cats are not the only ones with nine lives, Australian pilot Tim McKie may have used up most of his in just one crash. After the engine of his Piper Lance failed, McKie tried to land on a highway, missing several wires but clipping the last one. The big single then slid into a fire hydrant, preventing a fire, but he and his passengers almost drowned before being pulled shaken but uninjured from the wreckage. From AVflash 5.05

## SHORT FINAL...

• As a New Year's treat for our readers, here's a few more from our famous "Squawk List" series: Problem: Unfamiliar

noise coming from #2 engine. Solution: Engine run for four hours. Noise now familiar. Problem: Noise coming from #2 engine sounds like man with little hammer. Solution: Took little hammer away from man in #2 engine. Problem: Whining noise coming from #2 engine compartment. Solution: Returned little hammer to man in #2 engine. Problem: Flight Attendant cold at altitude. Solution: Ground checks OK. From AVflash 5.01

• Overheard while watching the French Rafale Multirole Combat Fighter do its thing at the Paris Air Show: "You've got to give them credit -- they've perfected the F-102." From AVflash 5.02

• Remember folks, those PIREPS are important, and that goes double if you're flying in Canada. The Canadian Aeronautical Information Publication (RAC 1.12.2) states: "A CIRVIS report shall be made immediately upon the sighting of any airborne, waterborne or ground objects, or activities which appear to be hostile, suspicious or unidentified. A few examples are: unidentified flying objects; submarines; surface warships positively identified as not Canadian or American; nuclear bursts...." Our informal poll reveals that most AVweb readers make a practice of reporting UFO sightings, but many were unaware that they had an obligation to report nuclear bursts. Most told us that they intend to start doing so immediately, however, just in case the authorities miss the odd one.... From AVflash 5.03

• Taxiing down the tarmac, the jetliner abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What was the problem?" "The pilot was bothered by a noise he heard in the engine," explained the F/A, "and it took us a while to find a new pilot." From AVflash 5.04

• A loyal reader shared this with us: When my primary instructor took me out for my first "demo" ride, he had me in the left seat and told me how to steer with my feet and sit on my hands to avoid "steering" the ailerons. "How do I know how fast to taxi?" I asked anxiously. "At your stage in training," my CFI replied, "a good rule-of-thumb is not to taxi any faster than you want to run into something." (The AVweb staff thinks this is a pretty good rule for pilots of ANY experience level!) From AVflash 5.05

## FOR SALE

Ultra-Lite T-A 377 SC. Rainbow colors. 2 axis. Tail dragger. Fabric is good. 175 hrs. Ready to fly. \$3000. 618/423-2008 **Location: Bingham, IL.**

1971 Cessna 414. VGC. Excellent Avionics. Greg, 309/676-4160; 309/696-9191 **Location: Peoria, IL.**

SHINN 215A, early Varga Kachina, 2200 TT 850 SMOH, Narco 12D Xpondr ENC, intercom, strobes, fresh annual, \$37,500, Jay 847-395-5176. **Location: Antioch, IL**

1978 CESSNA 310R II factory Reman's Shadin Digiflow, Tanis engine heaters, known ice, Primus/RCA radar, new (40 hrs) Southwind heater, A/P, Arnav FMS 5000, fresh annual, \$129,000 call John 800-909-4674. **Danville, IL**

1979 ARCHER, 3050 TT, 750 hours, factory new engine, full IFR Collins panel, beautiful paint and interior, full logs, no damage, \$69,900. Aircraft Sales Corporation 847-541-6600/3839 Fax. **Location: Wheeling, IL**

1979 ARCHER, 2450 TT, 450 SMOH, full King panel, dual KX-170B's, KR-86, KT-78 XPDR, KMA-20, KN-62A DME, IIIB autopilot, new paint, full logs and nice, \$69,900. Aircraft Sales Corporation 847-541-6600/3839 fax. **Location: Wheeling, IL**

1973 PRESSURIZED RILEY SKYROCKET P333, 23TT, 100/750 HOUR-CB series 250HP engines, full deice, intercoolers, engine monitors, shadin fuel computer, Apollo GPS, WX-900 stormscope, King avionics, H.S.I., beautiful conversion done in 1993, excellent leather interior, very fast and safe, no damage history, \$169,900 offer or trade, Aircraft Sales Corporation, 847-541-6600/3839 fax. **Location: Wheeling, IL**

79, CESSNA, 340A, call for price, Known-ice, 2910TT, 115 hrs, since Ram VI 335hp engine up- graded and new Q-tip props, new interior, current pt. 135, Collins Microline radios, color radar, stormscope, GPS, and more., (618)-259-3230. **Location: East Alton,, IL**

1963 PA30T TURBO TWIN, 5053TT, 25 SMOH R&L, 642 SPOH-L, 25 SPOH-R, 25 turbo O/H-L, 335 O/H-R, CP 136 audio 3 lite, KY97, KN62A DME, stormscope, COMM120, NAV12 & NAV11, altimatic II autopilot, 9 in & out, prettiest airplanes in the world by Cooley Bro's, 815-939-4449, \$89,500 trade/offers. **Location: Bradley, IL**

1979 ARCHER, 2450 TT, 450 SMOH, full King panel, dual KX-170B's, KR-86, KT-78 XPDR, KMA-20, KN-62A DME, IIIB autopilot, new paint, full logs and nice, \$69,900. Aircraft Sales Corporation 847-541-6600/3839 fax. **Location: Wheeling, IL**

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conversion done in 1993, excellent leather interior, very fast and safe, no damage history, \$169,900 offer or trade, Aircraft Sales Corporation, 847-541-6600/3839 fax. **Location: Wheeling, IL**

78, CESSNA, 182RG, call for price, 4840 TT, 850 Since Reman, Cessna 300 Series Digital Radios and Auto pilot, King KLN-88 Loran, Fresh Annual, Excellent Maintenance., (618)-259-3230. **Location: East Alton,, IL**

81, CESSNA, 172, call for price, 4275 TT, 1850 Since Reman, Cessna 300 Series Digital Radios, Apollo 612 Loran, Nice Paint & In terior, Excellent Maintenance. File Photo., (618)-259-3230. **Location: East Alton,, IL**

1978 C172 CESSNA, red & white w/red int., TT 850, total SNE 675, ann. due 3-99, #1 NAV/COM collins #2 Nav Com KX170A, ADF, xpder w/ enc., M-1 Loran, Avionics Master alt. static, O.A.T. LFT ART seat, LFT HNG window strobes, courtesy lite, nav lite Det. wheel fairings, hangared, 708-474-6073. **Location: Lansing, IL**

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