

Illinois Valley Beacon

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Breakfast Saturday, June 5th. at our hangar at Mt. Hawley Airport, around 8:00 AM. Several WWII P-38 pilots and a B-24 pilot have been invited as guests. Come for good food and friends. See you Saturday!

June Meeting We will assemble on Wednesday, the 9th, at 7:00 p.m. in our Chapter Hangar at Mt. Hawley Airport.

Our program is uncertain at press time. We hope to have Congressman Ray LaHood as our guest speaker. He will be home from Washington while Congress is in recess.

Last Month We met on Wednesday, May 12th at 7:00 p.m. in our Chapter Hangar at Mt. Hawley Airport.

We had twenty plus people listening to Mac McLaughlin tell of his experiences in the CAP during the War. Early in the War, the Germans were sinking ships right and left off of the East coast. During the night they would use the lights on shore to silhouette ships and subsequently sink them. Soon night black outs along the coast at and the CAP patrols virtually eliminated this problem.

During the years 1937 through 1942, Mac was living in Jacksonville, Florida, and was based out of Daytona Beach. The CAP was flying Fairchild 24's, Waco's and a Mono-Coupe. These aircraft could carry one or two 100-pound bombs. They always flew with radio contact, and very typically flew from dawn to dark.

Mac came to the CAP with 200 hours and a private license. Three years later, he was a commercial pilot and a flight instructor with 2700 hours. He flew coastal patrol 1 ½ years, up to 20 miles out. The Air Force patrolled in the 20 to 150 mile range and the Navy patrolled the rest.

The CAP lost three aircraft during WWII, a Fairchild 24, a Stinson 10A, and a Belanca Cruisair. Mac and another pilot were in the first aircraft that went down, a Fairchild 24. They thought they were within gliding distance of the shore, or at least in shallow water, but found that not to be true. They landed downwind in heavy swells.

Later McLaughlin flew targets for the Army, for ground to air gunnery practice. They were shooting at a target not far behind the towing aircraft.

After the war, Mac started ferrying airplanes all over the country. He eventually settled in Peoria on February 9, 1945, after several visits here.

Young Eagle Volunteers Needed

Chapter 563 will host a "Young Eagles Thing" on Saturday morning, June 26th, at Marshall County Airport in Lacon, Illinois.

The Eaglettees will be signed up and assigned flight times the previous Sunday at the Annual Father's Day Fly-In Breakfast at Marshall County Airport on June 20th.

Volunteers are needed for half hour shifts to man the Fly-In sign up table on Sunday the 20th. Then next weekend pilots, planes and ground crew will be needed on Saturday morning, June 26th, when the Young Eagles take to the air.

If you can help, please contact Young Eagles Coordinator Joe Rex at Ph. 694-3792 or e-mail jfr@ix.netcom.com

Fathers Day Fly-In The Marshall County Pilots Association, the Marshall County Airport Board and Lacon Aero Services are sponsoring the Annual Father's Day Fly-In/Drive-In breakfast on Sunday, June 20th, at the Marshall County Airport in Lacon, Illinois. Serving begins about 7:00 a.m. and continues until around noon. There will be door prizes, awards and other activities. For further information contact: Neil Pobanz at 309/246-3700.

Aviation Safety Seminar The Annual Aviation Safety - Education Program at Marshall County Airport will be held on the Monday after Father's Day, June 21st. The program starts at 7:00 p.m. and is for pilots, flight instructors and interested persons. Door prizes and refreshments will be provided.

John Blohm, the Safety Program Manager of the Springfield FSDO will present the "FAA Pilot Proficiency Award Program and Casual Factors of Accidents". Warren Smith presentation, "GPS, Y2K, EOW, and YOU," will provide information applicable to both IFR and VFR GPS users. Learn the theory of GPS operation. See how to avoid the most common GPS traps. Discover how the Y@K and the upcoming End of Week (EOW) bugs will effect your GPS unit. Even if you have never used GPS, you will find this presentation informative and entertaining.

This event is sponsored by the FAA, Springfield, IL FSDO, Lacon Aero Services, Inc., Marshall County Airport Board, and the Illinois Department of Transportation, Division of Aeronautics. For further information contact: Neil Pobanz at 309/246-3700, or John Blohm, FAA, SPI FSDO at 217/744-1910.

Wings Weekend '99 The Ninth Annual WINGS Fly-In Weekend will take place July 9th thru the 11th, at the Coles County Airport (MTO). Participants will have the unique opportunity to receive **three hours** of free dual flight instruction, a minimum of one hour of ground safety seminars and complete their Federal Aviation Administration (FAA) WINGS pilot proficiency program in one weekend. Volunteer flight instructors will be donating their professional services for the enhancement of aviation safety.

The FAA WINGS program is a safety program that stresses recurrent training for all pilots. Completing the requirements for the WINGS program **will meet the requirements of a Biennial Flights Review (BFR)**. Pilots in the program will be encouraged to attend as many safety courses as possible, which will cover a diversity of topics.

Registration starts at the airport hangar at 8:00 a.m. on Friday, July 9th and Ground Safety Seminars continue throughout the weekend. This event is sponsored by the FAA, Springfield, IL FSDO, the Illinois Department of Transportation, Division of Aeronautics, the Coles County Airport Authority, the AVEMCO Insurance Company and Central Illinois Air Corporation. For further information about **Wings Weekend '99**, contact John Blohm at 217/744-1910 or Dale Rust at 217/524-5269.

TCM CRANKSHAFT UPDATE

Teledyne Continental Motors (TCM) is making real headway in its effort to inspect some 3,200 new and reconditioned crankshafts in its 470-, 520- and 550-series engines. But, it's going to be a long, hot summer. TCM reports that it has now performed ultrasonic testing of 1,000 engines under CSB 99-3, not quite one-third of the affected fleet, and that about 13% have been flagged for shipment to Mobile for a crankshaft transplant. The company reports that it now has 26 inspectors on the job, with 14 more slated to come on stream by early June. Affected owners can call TCM at 888-200-7565 or check the company's Web site at <http://www.tcmlink.com> to find the nearest designated inspection station. From AVflash 5.21

ANOTHER POWERPLANT, ANOTHER PROBLEM: LYCOMING'S LATEST...

Textron Lycoming can take little comfort in TCM's problems. As Avweb readers know, the company has been struggling with abnormally-high wear of piston pin plugs in numerous engine models. The company issued SI 1492A recommending that owners conduct oil filter inspection and oil analysis to catch the problem before it gets serious. From AVflash 5.18

...LONGER WARRANTIES, MORE HELP

Now, Lycoming has extended its warranty to deal specifically with piston pin plug wear. Any engine damage stemming from excessive wear of the piston pin plugs installed in Lycoming cylinders in new, remanufactured or

overhauled engines or in cylinder kits and from piston pin plug spare parts shipped from Textron Lycoming on or after January 1, 1996, will be covered under a full three-year warranty from the in-service date, or to TBO, whichever comes first. From AVflash 5.18

STAYING RIGHT AT NIGHT Most pilots stay legally current at night by performing three takeoffs and full-stop landings during the preceding 90 days in the same category and class of aircraft. For aircraft requiring a type rating and more than one crewmember, however, FAR 61.57 required pilots to complete night currency requirements in each type of airplane flown. Not any more, according to the National Business Aviation Association. The newly-rewritten FAR now allows a pilot to be night-current if he meets requirements in only ONE of the types flown. From AVflash 5.18

A BIGGER BOEING BIRD? Just days after Airbus Industrie announced plans to proceed with a double-decker transport that can carry 550 or more passengers came word that Boeing was looking at a new behemoth, too. A Boeing spokesperson called preliminary designs a "low-level product development study." Airbus, meanwhile, is definitely proceeding and has allocated \$10 billion and tasked 600 people to develop its new A-3XX. From AVflash 5.18

SENATE PUNTS ON CAP One of the time-honored tactics used by legislators about to lose a vote is to call for a formal study, thus postponing the day of reckoning. That's what happened last week in the U.S. Senate as it adopted an amendment that stalls -- for now -- USAF efforts to gain control of its civilian auxiliary, the Civil Air Patrol (CAP). The amendment directs the General Accounting Office and the DOD Inspector General's office to conduct a study of CAP operations, including an audit of the group's financial and management operations, with a final report due by February 15, 2000. Brig. Gen. James C. Bobick, CAP National Commander, said of the proposed independent studies: "We're confident these investigations will close a very unpleasant chapter in CAP's history." Or maybe just open another. Even so, the CAP's next challenge will be in the House. From AVflash 5.22

A-10 INVOLVED IN STICKY WICKET:

For want of a nail a house was lost, according to an old child's tale, and for want of good Velcro, so was an attack jet. The A-10 went down several weeks ago near Westfield, Mass., when a night-vision goggles box came loose, snagging a switch. The switch disconnected hydraulic power and sent the Warthog into a dive. Capt. Ronald Halley punched out safely but suffered one final insult: the goggles smacked him in the face, leaving a nasty shiner. From AVflash 5.18

GOOF-UP OF THE WEEK: A reader tells us of the pilot at Morristown (N.J.) Municipal who parked his new Chrysler in front of his Baron's right engine, pre-flighted, climbed in and started engines. Sure enough, the Baron taxied into the Chrysler. The pilot/driver calmly shut down,

pushed back the Baron, tied it down, got into his newly-ventilated car and left ... presumably headed for the body shop. From AVflash 5.18

REVVING UP THE NASA ROCKETPLANE:

Buck Rogers, look out! NASA is getting down to business on a reusable rocketplane that could fly at eight times the speed of sound. The X-34 has been rolled out at the NASA Dryden Flight Research Center at Edwards AFB, Calif. The X-34 will fly as high as 250,000 feet at speeds of up to Mach 8 and land conventionally. From AVflash 5.18

T-BIRDS GROUNDED AFTER BUMP AND BEND:

The USAF has grounded its Thunderbirds demonstration team. During an airshow last weekend at Patrick AFB, one of the F-16s bumped another during a formation takeoff. The team has made no announcement about the rest of their season. From AVflash 5.18

REPORTING GPS GOOFS:

If you're out tooling along and your GPS goes Tango Uniform, the FAA wants to know. FAA staffers say that notifying ATC or Flight Service about poor or missing signals will help them stay abreast of possible problems. AVweb is told that the controller/FSS specialist will take the information and forward it to Washington. From AVflash 5.18

EAA PLEASED WITH HOMEBUILT AIRCRAFT LOGBOOK CLARIFICATION

The FAA has reiterated that individual airplane builders do not have to secure an A&P's signature before submitting airworthiness inspection forms for FAA approval. EAA requested the clarification after local and regional FAA offices required builders to have the sign-off before submitting an airworthiness application. An FAA memo stated that only the aircraft builder's signature is necessary. From AVflash 5.19

AOPA TELLS FEDS TO STOP WHINING ABOUT NEED FOR FEES

To hear AOPA's Phil Boyer tell it, the FAA and the administration are acting like the Whiner Family on "Saturday Night Live," complaining about budget shortfalls and the need for aviation user fees. Last week, Boyer told the FAA to stop the whining. "The claims that budget problems are delaying FAA modernization are not always as they seem," Boyer said, adding that the aviation trust fund surplus continues to grow. From AVflash 5.19

INHOFE LOSES PROP:

U.S. Senator Jim Inhofe (R-OK) -- one of the few active pilots in Congress -- made a successful emergency landing Saturday at the Claremore (Okla.) airport after his Grumman Tiger shed its prop. The senator, flying alone, was en route to meet President Clinton in Oklahoma City to inspect last week's tornado damage. Inhofe -- an 8,000-hour pilot -- emerged without a scratch, although the Tiger sustained some

nosegear damage ... and needs a new prop. From AVflash 5.19

NTSB INVESTIGATION PROCESS UNDER SCRUTINY:

The NTSB found itself under scrutiny last week before the House Aviation Subcommittee. Families feel the NTSB compromises its objectivity by including airlines, airframe and component manufacturers in investigations. A RAND Corp. representative said that the process could be improved, but that the NTSB could not function without it. From AVflash 5.19

GAO SAYS FAA FAILS TO PROTECT AIRPORT INVESTMENTS

A new report by the General Accounting Office claims that -- surprise! -- the FAA isn't doing all it can to protect airport investments from waste, fraud and abuse. The GAO found that some airport operators are using airport land for everything from mobile home parks to garbage dumps, and are redirecting revenues that should be used to support airport operations. The GAO recommended that FAA field offices take enforcement actions for unauthorized airport land use. From AVflash 5.20

WHOOOOA, NELLIE! ARRESTING SYSTEM GETS FIRST USE AT JFK

An American Eagle Saab 340 with 24 pax came to a quick stop after rolling into the "pudding" at the end of JFK's 8,400-foot runway 4R. Sources tell AVweb that reasons for the turboprop using all of runway 4R and most of the crushable concrete arrestor bed include a low-time captain and a first officer new to the Saab coming off a reduced-rest overnight, plus low weather. From AVflash 5.20

A TICKLE ON YOUR BUTT COULD PREVENT VERTIGO:

Capt. Angus Rupert of the Naval Aerospace Medical Research Laboratory, Pensacola, Fla., is developing a garment system designed to counteract the effects of vertigo. If the plane departs straight and level flight, a pilot wearing the garment feels a vibration to indicate which way is down. AVweb predicts it will sell like hotcakes to aerobatic pilots. From AVflash 5.20

SPLISHIN' AND A-SPLASHIN' WITH WATER FLYING ANNUAL:

The Seaplane Pilots Association (SPA) released a 72-page publication full of facts and info for the seaplane pilot and enthusiast. It provides a directory of seaplane flight schools and a roster of experienced seaplane CFIs and seaplane rental locations in the U.S. and Canada. The Annual can be ordered online from SPA's Web site: <http://www.seaplanes.org>. From AVflash 5.20

BOEING ANNOUNCES CUTBACKS AT FIGHTER FACILITY:

Too many fighters chasing too few military dollars have forced Boeing to cut up to 7,000 jobs at its plant in St. Louis by mid-2001. Boeing recently lost an order for F-15s when Greece decided to buy 50

Lockheed F-16 fighters. The roughly 35% reduction in employment at the St. Louis plant will come from the ranks of management and union members. From AVflash 5.20

AIR FORCE ONE WAS NOT IN AN NMAC: Air Force One was not involved in a near midair collision Saturday night, said White House spokesman Joe Lockhart. The VC-25A carrying President Clinton climbed and turned after an oncoming commuter generated a TCAS RA. "This was not a near-miss by any calculation," Lockhart said. As such, AVweb is certain that neither the commuter's crew nor the controller will be questioned about the incident. From AVflash 5.20

TRADER JON'S TO RE-OPEN: Trader Jon's, the (in)famous hangout for Navy pilots from nearby Pensacola (Fla.) NAS, is changing hands. New owner John Cave gave assurances that he will preserve the bar's character, including its rare aviation memorabilia. The deal is to become final within a month after Cave inspects the bar, which needs thousands of dollars in repairs. From AVflash 5.20

PILOTS: MAKE A MISTAKE, CONTROLLERS WIN, YOU LOSE... Controllers at the Atlanta ARTCC (ZTL) have a new incentive to catch incorrect altitude readbacks: a lovely \$50 gift at an area shopping mall. We found out about this last week, and at first, did not believe it. We have since confirmed that the powers-that-be at ZTL have kicked off a little game they call "Catch A Bad Altitude," which controllers have nicknamed "Catch A Bad Attitude." Controllers who catch a bad altitude readback can fill out a form and be entered into a drawing for a gift certificate at various Atlanta-area stores. From AVflash 5.21

...BUT CATCHING THE MISTAKE ISN'T THE PROBLEM Encouraging close attention to readbacks isn't a problem; it's in everyone's best interest. Here's the problem: The winning controller's tape is sent to the airline of the pilot who made the mistake. Can you say "career-limiting?" One ZTL controller told AVweb that he's trying to encourage other controllers not to play the game, adding that "controllers who take part aren't too bright, because they're begging to have their phraseology examined, too." Another source says that NATCA is dead-set against its members' participation in any program that would alienate pilots and hinder communication. "The last thing controllers need is a war with pilots. Without their cooperation we're sunk and we know it." Amen. Wonder when the supes at ZTL will figure this out? From AVflash 5.21

727 EMERGENCY WIRING INSPECTIONS: The operators of more than 1,000 U.S.-registered Boeing 727 aircraft have been ordered to make "urgent inspections" for possible wiring problems in the fuel tanks that could cause a fire or an explosion. The FAA issued the emergency AD after damaged wiring was found in two of the jets. Boeing spokesman Bill Seil says the precaution is a good one. Vibration over a period of years

is thought to cause the insulation on the wires to chafe through, which could create conditions that would allow a spark to make its way into the fuel tank. From AVflash 5.21

YOUR PERSONAL MINIMUMS CHECKLIST: The FAA is offering a new training program to help you improve your piloting skills. The program, at the FAA Web site, will help you to create a personal minimums checklist. It also teaches a handy acronym, "PAVE," which stands for Pilot, Aircraft, Environment and External Pressures. You can create your personal checklist at <http://www.faa.gov/avr/news/pmcp/asppmcp.htm>. From AVflash 5.21

BEECH PLACARD CAUSES UNSIGHTLY "CLUTTER": There are many reasons to oppose ADs, but aesthetics may not readily come to mind. However, AOPA is opposing the Beechcraft fuel selector placard AD, arguing that it won't have a significant impact on safety, but will "clutter the cockpit with noncritical information." The FAA wants 15,000 Beechcraft owners to install a placard reminding them to correctly position the fuel selector valve so the engine gets fuel. Perhaps this could be followed by a placard reminding pilots to get fuel in the first place, and another reminding pilots to start their engines before takeoff. From AVflash 5.21

CESSNA AILERON AD: About 50 new Cessna 206 and T206 aircraft will be affected by an AD the FAA is working on regarding aileron stop bolts. Seems the Independence, Kan., factory didn't get the stop bolts installed correctly and one or more might come loose. An FAA AD due out soon will require inspection and repair before further flight. From AVflash 5.21

HEY, THIS RUNWAY HAS CARS ON IT! A single-engine Piper Archer II bound for Nashville International Airport made it only as far as Mike Wolfe's driveway, on Harding Place. Pilot Chad Peterson chose the busy thoroughfare after encountering a fuel problem about three miles shy of the airport. A party atmosphere prevailed as neighbors came to look at the plane. Later in the evening, Peterson was allowed to taxi down the road to a KMart parking lot, where the Archer was placed on a flatbed truck for the final leg to the airport. From AVflash 5.21

NTSB, RAYTHEON RECOMMEND T-34 GROUNDING... In what could be a major, expensive blow to owners and operators of the Beech T-34 Mentor, the NTSB recommended last week that the FAA restrict from further flight all model YT-34, T-34A, and T-34B airplanes that have been or are currently being used in air-combat simulation flights. The recommendation was prompted by the investigation of April's Sky Warriors T-34A crash that killed two near Rydell, Ga. Early results from that investigation indicate that the right wing separated due to wing-spar fatigue. T-34 operators got a heads-up to the NTSB findings when Raytheon Aircraft Company (formerly Beech Aircraft) sent a notice early last week calling for operators to voluntarily ground their planes until an inspection shows them to be airworthy. From AVflash 5.22

SENATE APPROPRIATIONS COMMITTEE REJECTS AVIATION USER FEES...

Along with increasing the FAA's FY2000 budget to \$10 billion, the Senate Appropriations Committee last week rejected aviation user fees when it approved the FAA's funding for 2000. The proposed bill includes several other good-news items for GA, including additional funds to continue deployment of the GPS Wide Area Augmentation System, to continue operation of Loran-C stations and to upgrade the computers at Automated Flight Service Stations. From AVflash 5.22

...WHILE HOUSE COMMITTEE SEEKS BIG INCREASE IN AIRPORT SPENDING

Bud Shuster's (R-PA) House Transportation and Infrastructure Committee approved a large increase in airport spending. Shuster said that improving airport safety and facilities is worth taking a bite out of the GOP's tax-cut plans. The bill would also implement Shuster's long-time goal of separating the Aviation Trust Fund from the general budget. Transportation Department Secretary Rodney Slater threatened a veto, saying that although he supported many of the bill's objectives, he "would be unable to recommend" that the president sign it. From AVflash 5.22

BA CONCORDE AND AA 767 TOO CLOSE FOR COMFORT:

A British Airways Concorde and an American Airlines 767-300 had a close encounter of the pucker-factor kind last Monday at JFK. The Concorde had just aborted its landing at JFK for poor visibility when it had an NMAC with the departing 767. Pilots for the American Airlines flight said in a report filed with the FAA that the distance was close to 500 feet both vertically and horizontally. TCAS aboard the 767 alerted the crew to the Speedbird. From AVflash 5.22

MOLLER SKYCAR FINALLY READY TO TAKE FLIGHT?

Remember the much-hyped Moller Skycar several years ago? First flight of the futuristic VTOL vehicle was always "just around the corner." Another media blitz last week brought news that a first flight is once again imminent, with Moller International supposedly planning a takeoff of the Skycar's latest version in the next few weeks. However, Moller won't unveil it to the public until the end of the year. Call us skeptical, but we'll believe it when one parks beside us on the ramp. You can make up your own mind at Moller's Web site: <<http://www.moller.com>>. From AVflash 5.22

EVEN 911 COULDN'T HELP THIS PILOT:

A Bonanza pilot apparently forgot to put on his thinking cap on a recent flight into OSU-Don Scott airport near Columbus, Ohio. Preliminary investigations allegedly show that the pilot flew round-trip from Columbus to Pittsburgh without an alternator. When the pilot couldn't contact the OSU controller due to the inevitable loss of electrical power, the passenger unsuccessfully tried to reach the tower by calling 911. Finally, the engine quit

from fuel starvation and the Bonanza landed on a residential street. The final kicker is that there was plenty of fuel on board -- the pilot had apparently not switched tanks during the flight. Pilot and passenger were recovering in local hospitals. From AVflash 5.22

FATHER GOOSE TO "MIGRATE" TO OSHKOSH:

Ultralight pilot and wildlife conservationist Bill Lishman will lead a group of flyers into Oshkosh as part of an effort to return endangered whooping cranes to Wisconsin. As depicted in the 1995 film "Fly Away Home," Lishman successfully trained a flock of geese to follow his ultralight south from Ontario on a migration route to the U.S. At AirVenture '99, Lishman will talk about Operation Migration, an attempt to establish a whooping-crane migration route between Wisconsin and Florida. From AVflash 5.22

SHORT FINAL...

• From our "more than we really wanted to know" file... While working as a volunteer at our local Boy Scout Council office, one of the professional staff -- who was wearing street clothes instead of her usual uniform -- was talking about the International Phonetic Alphabet. She said that she had learned it some years ago and proceeded to recite it. "Alpha, Bravo, Charlie, Delta..." But, when she got to the letter "U," she stumbled and asked for help.

I offered a hint: "What aren't you wearing today?" "Underwear?" she replied. From AVflash 5.18

• Another good "Rule of Thumb" overheard at this year's Sun 'n Fun: Cessna 123: Tower, I have a load of Young Eagles on board. Do you have any idea how long I should keep them up here?

Tower: Cessna 123, ahhh, until the second one throws up ... that should just about do it. From AVflash 5.19

• When even your best isn't good enough: I was demonstrating an ILS to a former Private Pilot student while my wife was in the back seat. For once, thanks to calm air, I nailed it perfectly. The only instrument with a moving needle on the entire panel was the altimeter.

My wife asked what was guiding me to the runway. I pointed to the CDI and GS needles and told her how I get lateral and vertical guidance from them.

"How can you get any guidance from those?" she asked, obviously puzzled. "They're not moving!" From AVflash 5.20

• This note to the AVweb "Help Desk" gave us a bittersweet chuckle: Please unsubscribe AVweb and AVflash for this email address, as the pilot left the copilot/navigator for his silicone-enhanced, bleached-blonde ex-wife who has no interest whatsoever in flying. Go figure!!! From AVflash 5.21

• Spotted on an aircraft insurance claim form... "Description of loss: Hard landing caused by altitude change." From AVflash 5.22

Calendar

June 6th — 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.

June 12th — Everywhere
International Young Eagles Day. For more Info Contact: www.young eagles.org

June 13th — Sterling - Rock Falls, Illinois
EAA Chapter 410 Fly-In/Drive-In Breakfast at Whiteside County Airport. Contact: 815/626-0190.

June 13th thru 22nd — Le Bourget, Paris, France
44th Annual Paris-Le Bourget Airshow. Contact: 011-33-1-5323-3333 or 609/987-9050.

June 19th — Depue, Illinois
Sea Plane Fly-In at Lake Depue. Contact: 815/223-0129.

June 20th — Lacon, Illinois
Fathers Day Fly-In/Drive-In Breakfast at Marshall County Airport.

June 20th — Schaumburg, Illinois
Fly-In Breakfast at Schaumburg Regional Airport. Contact: 630/830-0559.

June 20th — Geneseo, Illinois
Father's Day Fly-In Breakfast at Geneseo Gen-Airpark. Contact: 309/945-7680.

June 21st — Lacon, Illinois
Aviation Safety - Education Program at Marshall County Airport at 7:00 p.m.

June 26th — Lacon, Illinois
EAA Chapter 563 Young Eagles Thing! Volunteers needed. Contact Joe Rex, Ph. 694-3792 e-mail jfr@ix.netcom.com

June 27th — Macomb, Illinois
Macomb Heritage Days — Airshow '99 at Macomb Municipal Airport. Contact: 309/833-3324.

July 3rd thru 5th — Cahokia, Illinois
Fair St. Louis Airshow at St. Louis Downtown Parks

Airport. Contact: 618/337-6060.

July 4th — 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.

JULY 4th -- Monmouth, Illinois
Monmouth Flying Club Fly-In Breakfast. Contact: 309/734-7662.

July 7th thru 11th — Arlington, Washington
Northwest EAA Regional Fly-In, at Arlington Airport. Contact: Barbara Lawrence-Tolbert, 360/435-5857, or www.nweaa.org/nweaa/.

July 24th and 25th — Dayton, Ohio
United States Air and Trade Show.

July 28th thru August 3rd — Oshkosh, Wisconsin
47th Annual EAA Fly-In "AirVenture Oshkosh" at Wittman Regional Airport. Contact: 920/426-4800.

August 1st — 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.

September 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.

September 16th thru 19th — Reno, Nevada
Reno Air Races.

September 18th and 19th — Sterling-Rock Falls, Illinois
North Central EAA Old Fashioned Fly-In.

October 3rd — 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-

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