

Illinois Valley Beacon

January 2000

Volume 7 Issue 1

Breakfast Saturday, January 8th. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. See you there!

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.

Last Month The election of Chapter officers was less than complete, with only two positions being filled. Those were the secretary by Jack Frost and the treasurer filled by Morrie Caudill. The President and the Vice President positions still need to be filled.

Saturday Breakfast - January 8th at 8:00 am

Membership renewal - If you have not already renewed, please complete and return the membership application, along with a check for \$20, in the return envelope.

January meeting on Wednesday the 13th

Bloomington Chapter has recently applied for 501c3 tax status and they will provide info on how to apply.

Morrie Caudill completed and sold 6 AeroComander model to Byerly Aviation for \$300.

Jerry Peacock's recently rebuilt 172 may be a new hangar resident.

Hangar clean up meeting. We want to clean up the area, rearranging some of the larger items to make more room, hang a cabinet on the wall and move the refrigerator to the kitchen area.

Still looking for a Chapter President and Vice-President for 2000.

New Engine in N2575J by Morrie Caudill

The O-200 in my C-150 was still running very well. The unit was majored in 1968 and topped in 1988 and has a total of about 3300 hrs on it, 2300 since the last major. The top had 700 hrs since the cylinders were chromed. The compressions were 75 plus. The oil analysis was steady and the screen would show five or six flakes of steel at each 25 hr change.

More than one person said, "I'd just keep on running it until something goes wrong." Well-----even tho everything looks O.K. you begin to get this odd feeling that you are

skating on thin ice. And I did. And the only way to stop that feeling is to stop flying or bite the bullet and overhaul the engine.

I elected to go with Poplar Grove Airmotive (the old Belvidere Airmotive) for two reasons. Good experience by a local FBO and location. I flew up there one day and toured the shop and received a quote.

I made arrangements to deliver the engine (my van) and they tore it down while I waited. After 32 years of operation it was in very good condition. The cam was re-usable with a polish, the cases were fine, and the crank need a regrind to clean up one bearing that was low side of the spec. The engine was rebuilt with new Millennium Cylinders which allowed a 2 degree increase in the timing.

The starter and the vacuum pump were the only accessories that needed overhaul and the whole thing took only seven weeks including a 2 hr test cell run.

As it turned out the engine was only a small part of the work. The prop was overhauled, the exhaust system completely remade, I cleaned and painted the engine mount and fire wall, and while the plane was down I removed the vinyl "N" numbers and painted the numbers on.

Installing the engine and annualing the airframe took a few more weeks. This included completing several service bulletins and spraying the wings and tail cone with Corrosion X.

Now the plane stinks but it runs faster than it ever did. All in all it was a good experience. The plane is in better than new condition and is good for another 32 years of flying.

UPCOMING EAA WORKSHOPS AND TRAINING SEMINARS

Aircraft Builders Workshop - January 22nd & 23rd

EAA Headquarters in Oshkosh will be hosting EAA Sportair Workshops on January 22nd and 23rd. Topics and hands-on workshops scheduled will include fabric covering, composite construction, sheet metal basics, electrical systems, wiring and avionics, introduction to aircraft building and a special Saturday workshop on owner maintenance. For registration and details: www.sportair.com/schedule.html or call toll free 1-800-967-5746.

Ultralight Flight Instructor Ground School - March 18th & 19th

EAA Headquarters in Oshkosh will be hosting the Ultralight Flight Instructor Ground School on March 18th and 19th. The school is for anyone who wants training towards becoming an Ultralight Flight Instructor (UFI) or for an existing instructor who wants to sharpen their instruction skills. Subject areas included in the school are: Federal Aviation Regulation Part 103, EAA Two-Place Training Exemption, Airspace & Airport Operations, Vehicle Airworthiness Inspections, Radio Communications, Pre-Solo Testing and Training, Student & Pilot Endorsements, Fundamentals of Instruction (FOI), Weather, Aeromedical Factors, Performance and Aerodynamics and Written Test. Advance registration required. For specific program and registration information: Call 920-426-6527 or e-mail information requests to ultralight@eaa.org

Flight Advisor and Technical Counselor Refresher Training
- Dates to be Determined

Refresher training seminars for Flight Advisors and Technical Counselors will be offered at regional air events in the upcoming year. Dates and subject matter have yet to be determined but will be published as soon as possible.

SCHOLARSHIP & INTERNSHIP/WORK EXPERIENCE OPPORTUNITIES

Scholarships: EAA Scholarships totaling over \$65,000 are available for the upcoming 2000-2001 school year. Detailed descriptions of individual scholarships and applications are now available on line at www.eaa.org/education/scholarships/index.html

Internship/Work Experience: Programs developed to allow several individuals to take their aviation education and passion to new heights each summer. Descriptions and applications are now available on line at www.eaa.org/education/interships/index.html

PRECISE FLIGHT AD: The FAA has issued a final Airworthiness Directive (AD 99-24-10) that applies to Precise Flight Model SVC III standby vacuum systems. The AD requires repetitive inspections and a flight manual revision, and was prompted by system malfunctions, particularly failures of the shuttle valve. The standby system uses intake manifold vacuum to power cockpit instruments in case of a primary vacuum-pump failure, and the FAA estimates there are 10,000 units installed. From AVflash 5.48b

AOPA PETITIONS FAA TO RESCIND STANDBY VACUUM SYSTEM AD An Airworthiness Directive on the Precise Flight SVS III Standby Vacuum system may cause more safety problems than it solves, the Aircraft Owners and Pilots Association said yesterday, in a petition asking the FAA to rescind AD 99-24-10. "The AD requires a biannual 'test' that could cost more than the price of a new unit," said Dennis Roberts, an AOPA vice president. "Many pilots will view the cost of compliance to be greater than the benefit of a simple standby vacuum system, and they'll remove the system from their aircraft. That could

have an unfortunate safety impact." The AD calls for an annual inspection and flight check that could cost as much as \$540 for a system with a retail list price of \$429. From AVflash 5.51b

NATA ON PART 145 NPRM: GA STATIONS CAN'T AFFORD IT The FAA's proposed changes to rules on aircraft repair stations are based on seriously flawed economic analyses and would require huge price increases that shops serving the GA community simply couldn't afford -- to nobody's surprise, that's the National Air Transportation Association's conclusion concerning the Part 145 NPRM. NATA's findings are based on feedback from 33 workshops attended by more than 800 maintenance professionals across the country over the last six months. NATA is backing a two-tiered certification that would impose less-stringent requirements on GA shops than on those serving the airlines. From AVflash 5.49b

AOPA SAYS FAA CHANGES TO PART 145 COULD COST YOU BIG BUCKS The FAA's NPRM on Part 145 -- changes to the regulations governing certification of aircraft repair stations -- needs work itself, according to AOPA. The association's vice president and executive director of government and technical affairs, Dennis Roberts, last week said that the changes "would lead to significantly higher maintenance costs for general aviation aircraft owners." While the FAA's motives may appear fine and nice, practical application of the rules could force some shops to give up their certificates while stretching the FAA to its administrative ends, and AOPA fears the result may be a 30% increase in repair costs next time your bird needs work. From AVflash 5.50a

MORE FALLOUT FROM PART 145 PROPOSAL... Since June of this year, AVweb has been telling you about the FAA's planned changes to FAR 145, and the impact those changes will have on both the 4,509 repair stations that work on smaller aircraft and your wallet. Many of the initial changes called for in the FAA's proposal were panned by most of the alphabets including AOPA, NATA, and PAMA. A couple of weeks ago, AOPA reiterated its stand, saying the FAA's Notice of Proposed Rulemaking (NPRM) on FAR 145 will "lead to significantly higher maintenance costs for general aviation aircraft owners." From AVflash 5.52a

...AS SERIOUS CONCERNS LINGER OVER "PRACTICAL APPLICATION" In addition to the monetary aspect, there is real concern over whether the FAA has enough people to deal with the practical application of the changes. If they don't, some shops could conceivably lose their certificates until the FAA finds the people, time, and money necessary to do their job. This past week, the Professional Aviation Maintenance Association (PAMA) sounded off again saying that neither economic nor safety benefits substantiate the Proposed Rule Notice 99-09. While PAMA agrees with some of the things the FAA wants to do, they say the FAA's lack of standards, guidelines, and procedures makes much of the proposal impractical, unworkable, and in some cases, virtually impossible. Stay tuned. From AVflash 5.52a

LOOK, IN THE SKY! IT'S A BIRD ... IT'S A PLANE ... IT'S A CESS-PER! The pilots of two trainers in Florida received an early Christmas present Saturday when they walked away from a midair collision that occurred while both planes were on final for touch-and-goes. In what has to be one of the most unique landings ever accomplished, after colliding at an altitude of about 200 feet, the two planes became interlocked, but landed safely at the Plant City Municipal Airport. The new design over-and-under multi-engine biplane comprised a Piper PA-28 Cadet wedged on top of a Cessna 152. From AVflash 5.50b

...COMING IN ON TWO WINGS AND A PRAYER "It was truly amazing," said Marilyn Gauthier of the Hillsborough County Aviation Authority, which operates the uncontrolled field at Plant City, between Tampa and Lakeland, Fla. The low-wing Cadet, flown by Jay Perrin, 19, of Melbourne, was descending above the high-wing Cessna 152. The Cadet's nosegear shattered the Cessna's windshield, and the two planes became locked together. Instructor Alan Vangee, 65, of Brandon, assumed control of the Cessna from student pilot Barbara Yeninas, 56, of Valrico, and landed the piggybacked airplane safely on the grass north of the airport's single runway. From AVflash 5.50b

AVWEB INTERVIEWS CFI IN SUCCESSFUL MIDAIR: Ten days ago, AVweb told you about the midair collision between a Cessna 152 and a Piper Cadet that resulted in both planes safely landing at the Plant City, Fla., airport and all aboard walking away. Flight Instructor Alan Vangee was giving dual instruction to a primary student in the 152 when the Piper descended on top of them. AVweb's Joe Godfrey snagged an interview with Vangee who, incidentally, has not stopped flying. Read all about it in this special Profile: <http://www.avweb.com/toc/profiles.html>. From AVflash 5.52a

NOAA CELEBRATES 81 YEARS OF AVIATION WEATHER REPORTING NOAA's National Weather Service has marked the 81st anniversary of the first aviation weather forecast. Using data collected from kites and tethered balloons, the Weather Bureau (as it was then known) produced its first route forecast for the fledgling air mail service. If you're curious what a 1918 weather map looked like, check it out at the NOAA Web site: <http://www.outlook.noaa.gov/80thanniversary> Now, if they could just nail down those icing forecasts... From AVflash 5.48b

CONTINUE TO HOLD; WE'RE STILL SWEEPING: Airlines in most cases blame ATC or the weather for delays, but in Quito, Ecuador, last week another option was available -- the airport was covered with volcanic ash. Quito's main airport was closed for four days after the Guagua Pichincha volcano 7.5 miles away showered the city with white ash last Thursday night. The airport reportedly employed up to a thousand people a day with brooms to sweep away the nasty turbine-choking stuff. From AVflash 5.48b

DOT TEST SLAMS AIRPORT SECURITY... Ah, just in time for the holidays ... a little test giving us another reason to fly GA. From last December until April 1999, DOT

investigators paid visits to major airports all over the country conducting checks on security, and were displeased with the results. Investigators strolled into secure areas unchallenged roughly 68 percent of the time; followed employees through "secure" areas; rode unguarded elevators; walked through concourse doors, gates, and cargo facilities; and drove through unmanned vehicle gates. From AVflash 5.49a

...BUT WHY THE POOR SHOWING? The inspector general's report blamed airlines, airports and employees, and blasted FAA oversight and policies "that contribute to weaknesses in access control." The FAA replied by saying it was already vigorously addressing the problems and plans to increase the rate of unannounced tests and work with airlines to crack down on problems. From AVflash 5.49a

PILOTS ARGUE, PASSENGERS LOSE: If you ever needed more proof of the importance of situational awareness ... according to Norwegian officials, the worst crash in their history was caused by a cockpit dispute over the plane's location. In 1996, a Russian Tupolev TU-154 owned by Vnukovo Airlines slammed into a mountain 20 miles from the runway on the Svalbard archipelago, killing all 141 onboard. The Norwegian investigating committee found no evidence of technical failures, but says in the seconds prior to the crash, the pilot and navigator disagreed about which direction to turn the plane. The navigator won; the plane turned left, and seconds later, crashed into the mountain. From AVflash 5.49a

YOU TAKE THE KIDS, I'LL TAKE THE MILES: Do you hoard frequent flier miles, working all the angles to get extra ones? It would be in your best interest, then, to stay married. A Boston-based newspaper for lawyers says those miles are becoming a hot issue in divorce cases, and warring spouses are going to the mat for them. "If you're a spouse who has been staying at home with three kids while the other spouse has been traveling around the country five days a week, you bet your boots you want some of those miles," said attorney Curtis Bounds. From AVflash 5.49a

UP IN THE AIR, IT'S A BIRD; IT'S A PLANE... Nope, it's a NASA-sponsored 247-foot "flying wing," called Helios. The solar-powered unmanned prototype is tentatively scheduled to take the final flight of its initial development test series this week at Edwards, Calif. Helios is the first incarnation of a craft NASA plans to use for high altitude, long-duration science or communications relay missions. (Et tu, Proteus?) From AVflash 5.49a

SCRUBBING BUBBLES AND TOILET SHIPWRECKS: Remember the TV ad with the yacht guy floating around in a commode on a little rowboat? Would you be embarrassed to do that? You bet, but this story isn't really about that. It's a scoop from an AVweb reader that was funny enough to pass ... on. According to our source, "Deep Flush," the Sunday after Thanksgiving flights out of PHL were delayed because of strange activity on the field. The mystery was solved when a pilot announced to his

pax that someone had filled the toilet liquid supply on another plane with jet fuel instead of the "blue stuff." All the passengers had to be evacuated, and the fuel drained. We want to stress that ATC was NOT responsible for these delays. From AVflash 5.49a

FUTURE FLYING: CAMERAS IN THE COCKPIT... "Aviation in the 21st Century -- Beyond Open Skies" wrapped up in Chicago after two days of reports, speeches and schmoozing among air transport officials, airline and airport representatives, and aviation workers from more than 90 countries. The Department of Transportation-sponsored event dealt mostly with issues related to international commercial aviation, including growing concerns about air safety. One possible aid for investigators -- cockpit video cameras -- has historically met with resistance from pilot groups, but is gaining momentum since the October 31 crash of EgyptAir 990, in which video could have clarified who was doing what in the cockpit. From AVflash 5.49b

DELTA FIRES EMPLOYEE OVER DRUG TEST: Delta Airlines fired a flight attendant whose random drug test revealed -- no, not illegal drugs, but an excess of water. Delta's take is that diluted urine could reveal an effort to disguise drug use, but according to Yasuko Ishikawa, a seven-year employee who passed all previous drug tests, she just drank a lot of water on the nine-hour flight just prior to the test -- as Delta encourages employees to do to combat dehydration. From AVflash 5.49b

BELL TEAM TO DEVELOP VERTICAL TAKEOFF AND LANDING AIRCRAFT: A team consisting of Bell Helicopter Textron, Raytheon, EG&G, Lockheed Martin and others will develop a Vertical Takeoff and Landing Unmanned Aerial Vehicle (VTUAV) for a joint Navy and Marine Corps initiative. The vehicle, to be based on the Bell Eagle Eye tiltrotor, will combine the speed and efficiency of fixed-wing UAV aircraft with the versatility and flexibility of a helicopter. From AVflash 5.49b

OOOOOH, THAT SMELL...: A pilot evacuated the passengers from his Scandinavian Airways flight out of London's Heathrow Airport after he detected a strange smell, like something burning, in the cabin. The flight was delayed six hours while the aircraft was searched -- to no avail. The mystery was solved when a passenger suggested that the smell might come from an oil used to

waterproof his coat. From AVflash 5.49b

NATA OFFENDED BY NTSB OVER-WATER RECOMMENDATIONS: The National Air Transportation Association (NATA) is taking exception to recent NTSB recommendations on commercial single-engine over-water operations. The NTSB wants the FAA to ensure that each occupant of such a flight wears a life preserver and is briefed on the use of floatation equipment as well as aircraft ditching procedures. NATA president Jim Coyne said, "The association is troubled by the Board's insinuation that single-engine aircraft are in imminent danger of a catastrophic accident." From AVflash 5.50a

WE'RE NUMBER TWO! Look forward to a foreign country flying technically superior military jets -- that the U.S. sold them. Lockheed Martin Tactical Aircraft Systems (LMTAC) is hoping to sign the deal for 80 F-16s with the United Arab Emirates. According to LMTAC, the jets would have updated computerized flight controls, agile-beam radar systems and radar-jamming devices that are more capable than similar equipment currently flying on U.S. F16s. The contract is being negotiated by the State Department and has already been endorsed by the Defense Department. From AVflash 5.50a

ICING PROBLEMS? JUST PASS THE CHEESE: All hail modern science. Researchers have discovered how to derive calcium magnesium acetate (CMA), an environmentally friendly substance used for deicing and anti-icing, from cheese whey. Because of its properties and price, the product is being considered by the DOT for runway deicing. If thoughts of spraying liquid cheese all over your local airport has you a little squeamish, consider that they can also extract CMA from sewage sludge. From AVflash 5.50a

FIRE AT JFK: An electrical fire at American Airlines' terminal nine at JFK on Friday night knocked out power to three other terminals and

2000 Chapter 563 Officers

President: Vacant

Vice President: Vacant

Treasurer: Morrie Caudill, 600 W. Melbourne Avenue, Peoria, IL. 61604, Ph. 685-8547

Secretary: Jack Frost, 3331 N. Chestnut, 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