

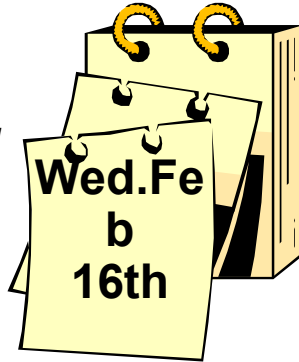
Illinois Valley Beacon

February 2000

Volume 7 Issue 2

February Meeting

Our next Chapter meeting has been moved to the **Third** Wednesday of the month, **February 16th**, at 7:00 p.m. at our Chapter Hangar at Mt. Hawley Airport.



Last Month — Thompson and Waldow elected

The January 12th. meeting was called to order by Treasurer Morrie Caudill at 7:30 pm.

There was no business meeting in December and the minutes of the November meeting were unavailable.

Treasurer Caudill reported the current bank balances and noted that the deficit for the year 1999 was lower than projected, due to increased income from activities. (In one of those activities, Morrie completed and sold 6 wooden AeroComander models to Byerly Aviation for \$300.)

Old Business – At the November meeting the Chapter approved increasing the annual dues for the year 2000 to \$20.00. If you have not yet renewed, please send your dues to Treasurer Caudill. All those who paid before the dues increase, please send an additional \$5.00.

New Business – At the November meeting, the election of Chapter officers for 2000 resulted in no one accepting the positions of President and Vice-President. After much discussion about the need for an active Executive Board and other committees to support the Chapter Officers, Bob Thompson and Rick Waldow were elected President and Vice President respectively.

It was noted by several members, that the Chapter has come a long way in acquiring and outfitting the hanger as our new home and that all the past Chapter officers, especially Sam Sisk and Joe Rex, should be credited with that progress.

The new officers agreed to meet soon in executive session and present a plan of action for the coming year.

Don Wolcott volunteered to act as the Chapter Membership Chairman.

Volunteers agreed to meet at 8:00 am Saturday, January 15th, to rearrange and clean up the hanger. We want to



Newly elected Chapter officers, President Robert Thompson on the right and Vice-President Ric Waldow on the left.

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.

NCEAA OLD FASHIONED FLY-IN

Chapter member Ronald Wright wants to remind us that as a sponsoring Chapter, 563 must appoint two members to serve on the NorthCentral EAA Board, or vote to dis-associate from that group. If you have an interest in serving on the Fly-In Board, please contact any Chapter officer.

SCAM DIRECTED TOWARDS EAA MEMBERS

It has come to the attention of EAA Headquarters that there is a scam currently taking place directed towards EAA Chapters and EAA members. The method of operation is as follows:

1. EAA Chapter Officers and EAA members are contacted by Jude C. Nneji and Kennedy Okoro. They are representing themselves as executors of a will by a deceased Nigerian AIR MARSHAL JAMES DOZIE MMADU KSJ. They are stating that the late Air Marshal James Dozie Mmadu KSJ has left you a sum of \$670,000 in a codicil of his will. Supposedly in support of your activities of building awareness and encouraging of flying to less privileged youth.
2. Initial contact is made and they request a fax number to send you information. The fax arrives which is partially typed and partially hand written. They request preliminary

contact information in order to continue a dialogue.

3. The ultimate goal is to obtain a bank account or bank routing number to gain access to your funds.

IMPORTANT!!!!

* Do NOT give them any information regarding your Chapter bank accounts or records. Do NOT give them any information pertaining to your Chapter, your members or any information related to your activities. This Nigerian group's intention is to gain access to bank accounts and clean them out. Do not let them have any type of access to your financial information!!!!

* If contacted by phone, tell the individual calling that all EAA Chapters and Members have been advised of the scam.

* The EAA headquarters is attempting to advise everyone of this scam but if you are contacted please try to help out your fellow EAA Chapters and members. Call other Chapters in your surrounding area and advise them of the scam.

Please remember, if anything sounds too good to be true it is probably because it isn't. Be careful!

104,000 YOUNG EAGLES FLY IN 1999

EAA's Young Eagles program, already the largest youth aviation initiative ever attempted, reached new milestones in 1999 with record totals of participants, volunteer pilots and total young people introduced to aviation.

A total of 104,014 Young Eagles participated in the program during 1999, flown by 8,367 volunteer pilots around the world. Each of those figures represents new single-year highs since the program began in July 1992. The 1999 flights put the total number of Young Eagles at 563,128 and total participating pilots at 25,568 as of Jan. 1, 2000.

"Each Young Eagles flight is a special occasion for the young participant as well as the pilot," said Tom Poberezny, president of the EAA Aviation Foundation. "That's what makes the 1999 totals so impressive. The pilots who volunteer their time, knowledge and airplanes to this effort — along with the thousands of ground volunteers — understand the importance of this program to sparking aviation interest among young people. Some of those Young Eagles have already become the next generation of pilots and aviation leaders. I congratulate everyone involved with the program."

Young Eagles was created by EAA in 1992 to promote aviation discovery and interest among young people ages 8-17. The centerpiece of the Young Eagles experience is a free demonstration flight in a general aviation aircraft. Prior to the flight, the volunteer pilot explains the how the parts of an airplane work and how pilots prepare to fly safely before each takeoff. After a flight, each Young Eagle is presented with a certificate signed by the pilot and Gen.

Chuck Yeager, Honorary Chairman of the Young Eagles Program.

Among the Young Eagles highlights in 1999 were:

- The "Special Olympics Airlift" was coordinated with the Special Olympics World Games in North Carolina and Cessna Aircraft. The athletes were flown to the competition on corporate Cessna Citations and welcomed as Young Eagles upon their arrival. A total of 1,599 athletes participated in the airlift.
- More than 1,000 pilots have now flown at least 100 Young Eagles since the program's beginning, with eight pilots having flown more than 1,000 Young Eagles.
- Young Eagle No. 500,000 was registered when Steven Ward of Medina, Ohio, was flown on June 12, 1999, by pilot Leroy Tunnell of Akron, Ohio.
- The Young Eagles Program was featured as part of the "You Can Fly" weekend at the National Air & Space Museum, at the National Business Aviation Association (NBAA) convention in Atlanta and EAA AirVenture In Oshkosh, Wis. In addition, Young Eagles flights and flight rallies were featured in broadcast and print media throughout the nation.

"It is gratifying to see how the aviation community has rallied behind the Young Eagles Program," said Steve Buss, Young Eagles Executive Director. "Young people have discovered the world of flight, families have come out to the airport and airport businesses have gained through increased flight operations. The thousands of volunteers who participate, the partner organizations such as the Civil Air Patrol, as well as corporate sponsors, have made Young Eagles successful.

"One million Young Eagles seemed to be a very daunting goal when it was announced in 1992. Now as we approach the second century of flight, that figure is more than a possibility — it is a very attainable goal that will pay dividends to the aviation community for decades to come."

Total Young Eagles flown have increased each year of the program. In 1993, the first full year of Young Eagles, 38,320 young people were flown. The previous record was 100,839 in 1998.

Young Eagles also became a larger feature at the EAA AirVenture Museum in Oshkosh during 1999. A new Young Eagles display, styled after a modern airport Fixed Base Operator (FBO), was unveiled during EAA AirVenture '99.



That

display is sponsored by Phillips 66, which also supplies a year-round rebate for fuel used during Young Eagles flights.

The Young Eagles Program was founded in 1992 and is dedicated to providing one million free demonstration flights to young people by the year 2003 — the 100th anniversary of powered flight and the 50th anniversary of the EAA, the leader in recreational aviation.

The EAA Aviation Foundation was founded in 1962 and is dedicated to aviation education, preservation and research. Its headquarters are at the EAA Aviation Center in Oshkosh, Wis.

YOUNG EAGLE FLIGHT FACTS

The Young Eagles Program was launched in July 1992. Since then:

- More than 560,000 young people have received an airplane ride through the Young Eagles Program
- 560,000 Young Eagles represents approximately 112 young people flown for each public use airport in the country
- 560,000 Young Eagles represents 5.6 young people flown for each school in the United States
- More than 25,000 EAA members have volunteered their time and aircraft to participate as Young Eagle Flight Leaders (pilots)
- The average number of Young Eagles flown per pilot is 22. Individual numbers range from 1 to more than 1,800
- On average, 285 Young Eagles are added to the World's Largest Logbook every day of the year.
- Flight Leader experience levels range from private pilots to Airline Transport Pilots.
- Young Eagles flights have taken place in nearly every type of aircraft including standard factory-built, antiques, classics, warbirds, aerobatic, jets, helicopters, balloons and gliders.
- Airports utilized for the Young Eagles Program

range from private grass strips to major metropolitan airports

- An estimated 243,478 Young Eagle Flights have taken place
- On average there are 2.3 Young Eagles per flight
- 486,956 take offs and landings have occurred
- 81,159 flight hours (or 4,869,560 minutes) have been logged by General Aviation aircraft participating in the Young Eagles Program (20 minute average flight)
- More than 892,749 gallons of aviation fuel has been donated by EAA members, participating FBOs and associated program participants (based on 11 gallons per hour average)

Fuel sales have generated an estimated \$1,803,353 (based on an average price of \$2.02 per gallon). This does not include the other costs (oil, brakes or tires) directly involved in flying.

Simplified Admission Rates for EAA AirVenture 2000 "Speed" through the gates and spend more time enjoying the event

Attending EAA AirVenture 2000, the world's premier aviation event, will be an even better experience for members and aviation enthusiasts because of a simplified admission structure.

The admission structure sets one price for EAA members who attend, allowing them to "speed" through the admission process and enjoy more of the event. Along with its many other benefits, annual EAA membership is still the best and least expensive way to enjoy the event, which annually features attendance of more than 750,000 and in excess of 12,000 airplanes.

AirVenture 2000, with its major theme of "Speed," will take place July 26-Aug. 1 at Wittman Regional Airport in Oshkosh, WI. The gathering is the yearly convention for the 170,000 members of EAA — The Leader in Recreational Aviation.

"People come from all over the world to EAA AirVenture each year to enjoy many facets of aviation," said Tom Poberezny, EAA President and AirVenture Chairman. "Our goal is to make their experience as enjoyable as possible, regardless of what segment of aviation they enjoy during their time in Oshkosh. The simplified admission process is another effort as we strive toward that goal."

Daily AirVenture admission for annual EAA members is \$16, regardless if they join prior to the event or at the gate. Weekly admissions are available for EAA members, as are reduced rates for spouses and young people 18 and under. In addition, annual EAA members may bring up to

two other adults at the member guest rate of \$24 each per day.

"With this simplified policy we have a single standard for all EAA members," said Stephan Brown, EAA Senior Vice President of Marketing. "It doesn't matter whether you join in January or July — if you're an EAA member in good standing, you get in at the same low admission rates."

For those who are not EAA members or guests of a member, one-day AirVenture 2000 admission is \$29 per day for adults. That rate includes a complimentary, three-month Introductory EAA membership (individual or family) designed to highlight the year-round activities of EAA. Student and youth rates are also available. Admission gate staff will find the lowest price available for each AirVenture participant or group of visitors, regardless of the size of the party or the number of days attending AirVenture.

"This admission structure is designed to allow EAA members the benefits of their memberships, while maintaining our long-standing mission to share aviation through involvement in EAA," Brown said. "There is nowhere else an aviation enthusiast can enjoy the diversity and multitude of activities and educational programs that AirVenture has to offer in one place."

"EAA has also responded to participants' feedback and lowered visitor costs in a number of areas, including some food and drink prices. Combined with admission rates, EAA AirVenture costs compare very favorably to any other world-class event or similar family activity."

Under the AirVenture 2000 "Speed" theme, many activities are scheduled to highlight fast aircraft in a multitude of categories. Those include civilian, military and commercial aircraft among the more than 12,000 airplanes that annually participate at AirVenture. Also emphasized will be the impact that Recreational Aviation has on "personal speed," or the ability to save time through an individual's freedom of flight. In addition, the daily afternoon air show features many of the world's finest aerobatic pilots displaying their talents.

ALABAMA PILOT BECOMES WALKING TESTIMONIAL FOR HANDHELD BACKUPS:

Dan Rockwell is probably buying stock in the Energizer Bunny. Rockwell's Cessna 210 had a total electrical failure shortly after takeoff at night. In the dark, and with a cloud cover, he used his flashlight, handheld radio and GPS to find Bates Field west of Mobile, Ala., and land safely. Rockwell, a pilot for 28 years, commented, "It was lucky." To which we add, "and a fresh set of double-A's." From AVflash 6.01b

MAVERICK JET KICKING UP ITS HEELS DURING FLIGHT TEST PROGRAM:

Another in a growing list of innovative light jets has progressed to the flight stage recently, as the Maverick Jet, an all-composite, twin-engine, four-place "personal" jet is currently flying test runs. In test flights flown by pilot Skip Holmes, the company is claiming the experimental aircraft achieved 200+ knots at FL150, with a climb rate exceeding 4,000

fpm. Maverick Jet is expecting to show the kit plane at Sun 'n Fun and Oshkosh this year, but if you can't wait till then, you can check out their Web site at <<http://www.twinjet.com>>. From AVflash 6.01b

EAA WILL HELP WITH YOUR ULTRALIGHT CREDENTIALS:

Are people begging you to teach them how to fly your ultralight aircraft? The Experimental Aviation Association (EAA) plans to offer enthusiasts working toward an ultralight instructor rating a special two-day course on March 18-19. The EAA has received an exemption from the FAA to designate qualified ultralight flight instructors who may provide training in two-place ultralights. From AVflash 6.01b

BIRD STRIKE *INSIDE* AN AIRPLANE?

We've heard plenty of stories about how our winged friends can be a strike hazard to aircraft, but this is the first we've heard of a bird inside the cockpit grounding a plane. It seems the crew of an Ansett Australia Boeing 737 had an unfriendly bird encounter last Saturday. As the crew began their takeoff roll, a swallow flew into the face of the captain, who aborted the attempt. The wily bird then disappeared behind the instrument panel. The passengers were unloaded and Ansett flew in engineers from Melbourne to catch the illegal stowaway. They eventually found the bird, checked the instruments and cleared the 737 for service. No word on whether the bird was set free to fly with his own kind. From AVflash 6.01b

NASA'S SECOND X-34 GETS ITS WINGS:

NASA also announced this week that its second X-34 rocket-powered research aircraft saw its wings attached at contractor Orbital Sciences Corp.'s facility in Virginia. This copy of the X-34, known as A-2, will be the first used for powered flight-testing. The X-34 is one part of ongoing NASA research designed to increase spacecraft reliability and reduce launch costs. From AVflash 6.01b

WEATHER YOU CAN SEE IT OR NOT, AWIN LOOKS OUT FOR YOU...

Initial tests of yet another real-time graphic weather information system for pilots in flight have been pronounced successful. The new on-board avionics application is designed to provide superior aviation weather information (dubbed AWIN) by using software, data and data-linking applications to provide "user-friendly" color weather graphics. The system includes not only forecasts and lightning-strike information, but also wind data, satellite images and composite-radar mosaics. The first practical testing of the system was completed late last year by a working crew -- in real conditions -- on a Federal Express MD-11 flight from Memphis, Tenn., to Newark, N.J. From AVflash 6.02a

...WHEN LOOKING OUTSIDE DOES YOU NO GOOD

Even text-based information is included in the single-source pilot workstation. AWIN incorporates the aircraft's present position with flight-plan information, terminal area forecasts, and pilot weather reports. The system will complete preliminary evaluation with FedEx during the first quarter of this year. NASA and Boeing will continue working to refine AWIN through September, when

they expect it to be fully proven and made available to operators. The goal of the program is to provide aircrews with the information they need to avoid nasty weather. From AVflash 6.02a

FIRST-EVER NATIVE-AMERICAN AIRCRAFT TO BEGIN DELIVERIES...

The first TC of 2000, Amended Type Certificate MAC145-A, was awarded to MICCO Aircraft Company last Wednesday. The company, owned by the Seminole Tribe of Florida, hopes to "provide the safest and highest quality aircraft in general aviation" and the SP20, certified in the aerobatic category, is the means to prove their determination. MICCO stated in a press release that more than 50 of the aircraft, which have a base price near \$150,000, will be delivered this year, starting Saturday. Company president F. DeWitt Beckett says the two-place side-by-side sport plane offers buyers "an aircraft that performs well and puts true fun back in flying" -- without having to build it from a kit. From AVflash 6.02a

...AND WHAT WAS OLD IS NEW AGAIN

The SP20 is based on various designs by the legendary Al Meyers, combining components from the Meyers 200 and 400 models, and it is essentially a derivative of the 145 model. Beckett added the hopes of Seminole Chief James Billie that the SP20 will succeed in "letting people know that the Seminole Nation is progressive in its determination to be a leader." It's not often that the pride of a whole culture stands so visibly in support of a product. For more information on MICCO and the SP20 visit their Web site at <<http://miccoair.com>>. From AVflash 6.02a

LIVING THE HIGH LIFE -- WITH ITS UPS...

Those with an extra \$5,000 to spend on the latest gizmo can enjoy calling their destination airport to reserve a limo, with the Iridium system and SatTalk phone. The two-pound phone system allows the fortunately funded to communicate while cruising at any altitude anywhere in the world using 66 Iridium satellites, and can be easily removed from the aircraft for use at remote destinations -- like the tropical islands where people who can afford them might vacation. Could these convenient little units someday replace good old radio chatter with private calls from cockpit to tower? From AVflash 6.02a

SICK AND TIRED OF THE SAME OLD SUPERSONIC SPEEDS?

The ground-bound X-34 A-1 test platform survived structural tests and has been christened the A-1A. Built by Orbital Sciences Corp. of Dulles, Va., the A-1 has already flown "captive" flights under the sheltering wing of an L-1011 host aircraft. The rocket plane aspires to become a low-cost reusable launch vehicle capable of flying at eight times the speed of sound and 50 miles high. From AVflash 6.02a

BIG BIRD SETTLES IN FOR RETIREMENT:

An Antonov An-22 "Antei" set down for the last time at Austria's Speyer/Ludwigshafen airport recently, headed to a new home at the Technik-Museum Speyer, where it will become the largest airplane on exhibit in the region.

Among the world records the aircraft claimed was hauling a payload of more than 221,440 pounds to an altitude of nearly 21,750 feet in 1967. Henceforth the Antei will still be earning its keep, but with a previously unutilized talent: It's available for rent as a ballroom. From AVflash 6.02a

WELCOME TO EUROPE, AND THANK YOU FOR RIDING UNITED TRAIN LINES:

Some flyers in Europe are taking the plane to the train. With trains that clock in at over 185 mph, sometimes the railways can get you there faster -- and cheaper -- than the airways. Seeing the advantages of rail over notoriously in-the-red short-hop flights, United Airlines is completing its flights from Chicago to Le Mans, France, via a connecting train in Paris. Fortunately for UAL, the Charles de Gaulle Airport has a TGV -- which is French for "faster than your Cessna 150" -- terminal on-site. There are a few snags, including baggage transfer, but remember those FAA computer crash delays? The TGV boasts a 95-percent on-time record. From AVflash 6.02a

WEATHER REPORTING IN IOWA ... A Y2K FAILING OF ONES AND ZEROS:

Outdated software with a Y2K glitch caused 33 weather stations across the state to stop sending reports to the Iowa DOT in Ames at about 6 p.m. local time (0000 UTC) on New Year's Eve. Atmospheric Systems Corporation (ASC), the contractor for the system, fixed it within an hour and a half -- sort of. The stations started happily sending the correct data, but 15 were reporting the wrong date. To make good, ASC telephoned the stations hourly, acquired the weather information and transferred it to the DOT. Normal operations resumed by Tuesday. From AVflash 6.02a

FAA SECURITY SNAFU:

As the FAA rushed to achieve Y2K compliance, dozens of foreign citizens hired to help squash the bug were allowed access to sensitive ATC computer systems without undergoing security checks, congressional investigators said last week. The GAO contends that foreigners, including Chinese, Ukrainian and Pakistani citizens, were allowed intimate access to eight critical ATC systems. Retroactive security checks are now close to completion and the FAA says it has not turned up any security problems. Still, investigators warn that contractors could have made copies of the ATC computer code, "[which] could be sold and/or reviewed to identify system weaknesses that could later be exploited." Weaknesses? In the ATC computer code? Fancy that... From AVflash 6.02a

NEW PIPER MERIDIAN PROTOTYPE MAKES FORCED LANDING

One of New Piper Aircraft's Meridian prototypes suffered a fuel starvation incident January 7, requiring the two crewmembers aboard to execute a forced landing on a Florida freeway. Neither pilot Floyd Stroop nor flight test engineer Will Waters was injured. The aircraft is the second of the company's four prototypes of the PT-6 turboprop-powered Meridian. Stroop landed the plane gear-up on I-95 in Fort Pierce, Fla., not far from the company's facilities at Vero Beach,

after the engine failed during the test flight at 15,000 feet. New Piper told AVweb that the aircraft sustained minor damage to the underside of the fuselage and to a wing. The propeller was damaged and the engine has been removed for inspection. The plane was using an auxiliary tank to measure unusable fuel, and the tank apparently malfunctioned. From AVflash 6.02b

CANADA READIES "OWNER-MAINTAINED" AIRWORTHINESS CERTIFICATES

Canadian owners of basic aircraft have long and often wondered why they can't perform required maintenance themselves. Now, Transport Canada is poised to let them do just that, with a few strings, of course. On Tuesday, TC's Recreational Aircraft Division announced that it would issue the long-awaited new regulation in "two or three weeks." The regulation will adopt a new category for Canadian aircraft: Special Certificate of Airworthiness -- Owner Maintenance. It will be available for certain types of small, certificated aircraft used for recreational flying, including various Aeroncas, the Cessna 120/140, Piper's J3 and Super Cub models, the Maule M-4 and M-4T, some Luscombes and Taylorcrafts, and numerous gliders. From AVflash 6.02b

RENTED CIRRUS SR-20 IN OFF-AIRPORT LANDING

Two weeks ago, AVweb told you about the first of Cirrus's new SR-20 four-place singles to be available for rent at an FBO -- at Windy City Flyers at the Palwaukee Municipal Airport in Wheeling, Ill. Now, Avweb has learned, that same aircraft was involved in a forced landing in a cornfield last Saturday after what is being called a "catastrophic engine failure." The incident occurred near Round Lake, Ill., north of Chicago, during a local flight. Neither of the two on board was injured. Early indications are that the engine, a TCM IO-360-ES, apparently suffered an unspecified internal failure that prevented magneto rotation and disabled the ignition system. The pilot, Dean Ellis, said he considered the options and concluded "flying it to the ground was a better choice" than deploying the recovery chute. From AVflash 6.02b

LAX MUST REFUND LANDING FEES TO AIRLINES

Los Angeles International Airport and the City of Los Angeles exhausted their last legal resort this

week in a case of airport landing-fee gouging, and must pay \$100 million in refunds to the airlines. The U.S. Supreme Court declined to review an appeal from the city, which had tripled the landing fees at LAX in the early 1990s and diverted the cash to its general municipal fund. The city had already lost in lower courts after a suit brought by the Air Transport Association. From AVflash 6.02b

SORRY, GIULIANI, BUT THE BANNERS CAN FLY IN NYC:

New York City Criminal Court Judge Arthur M. Schack struck down a municipal ordinance that prohibited banner towing within the New York City limits. Alex Santoriello received a city summons last summer while using his boat to tow advertising banners from a parasail, although he had a waiver from the FAA. The judge based his ruling on the fact that the ordinance trod on federal toes, prohibiting behavior permitted by federal regulators. From AVflash 6.02b

AIRVENTURE'S NEED FOR SPEED: Visitors to EAA AirVenture Oshkosh 2000 will be able to watch fast birds and see the technology that makes them that way at the July 26-August 1 show saluting speed.

Also on the AirVenture lineup is the return of the popular CASPA Challenge. The Challenge combines the best of competition aerobatics (pilots trying to win) with the best of airshow aerobatics (close to the ground and showy) to create an exciting afternoon. To check out EAA AirVenture's complete list of scheduled performers, go to <<http://www.eaa.org>>. From AVflash 6.03a

BUT CAN IT SEW ITS OWN CLOTHES? She's not swoopy and you can't fly an airshow in her, but Northrop Grumman's odd-looking Vertical Takeoff and Landing UAV (VTUAV) seems to be just what the U.S. Navy ordered. Last week the VTUAV began its unmanned tests with a successful 18-minute flight that included engine start up, takeoff, hover, forward flight, and tracking waypoints. More tests of the VTUAV are scheduled for March. From AVflash 6.03a



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