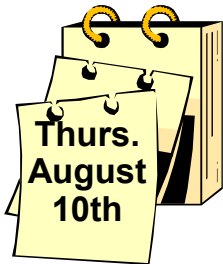


# Illinois Valley Beacon

August 2000

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**Breakfast** Saturday, August 5th at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. A Young Eagle's event is planned after the breakfast. **See you Saturday!**



**August** Our next Chapter meeting will be on the **Second** Thursday of the month, **August 10th**, at 7:00 p.m. at our Chapter Hangar at Mt. Hawley Airport.

The **EAA's** **B17**

**Aluminum Overcast** was in Peoria from Friday, July 7th thru Monday, July 10th, at the Greater Peoria Airport. In the mornings the EAA Aviation Foundation offered historic flight experiences and during the afternoons "Aluminum Overcast" was parked on the Byerly ramp for viewing and walk thru tours.

The B-17's visit this year was a great success both for EAA and Chapter 563. Aluminum Overcast flew a total of 112 persons over three days. Two extra flights were added on Saturday and three extra flights were added Sunday. At one point Sunday we were overbooked on one of the morning flights, just like the airlines.

We owe our success to the great publicity we received from the Journal Star, through the interview they did with Bob Lenhausen, John Immel, and Sam Simms that was arranged by Lou Carr. That article appeared Wednesday morning and a follow-up article after the media flight on Thursday locked it up. We do not know exactly how much



Aluminum Overcast nose art – photo by Morrie Caudill

the Chapter will benefit yet, but it will be some where around \$3500.

All the people who worked at home and at the airport did a great job! In spite of the competition from the Blue Angels at the Prairie Airshow and the Wings Weekend, it was surprisingly easy to sell out the reservations for the B-17. The bomber had to have a 30-hour inspection Monday before flying to Decatur or we could have flown more Monday morning. We were turning people away Sunday.

Thank you to all the volunteers who helped with the event, including the following individuals: Dave Cook, Phil Moldenhaur, Al Phipps, Don Wollcott, Morrie Caudill, Lou Carr, Fred Genge and the CAP Cadets and Byerly Aviation.

A **Special Thanks** must go to Al Phipps for obtaining the donated soda from Pepsi. The Chapter made \$235 from selling soda at 50 cents a cup. Overall it was a very rewarding five days. **By Morrie Caudill.**

**Last Month** We assembled on Thursday, July 13th at 7:00 p.m. President Bob Thompson opened the meeting. The secretary was absent so minutes from the June meeting were not read. The treasurer reported a balance of \$5214.42 and estimated that income from the B-17 visit would be between \$3 and \$4000. The event was very successful. There was no Technical Advisors report. A Young Eagles event is planned after the Saturday, August 5th breakfast.

Sam Sisk gave a Safety Report on approaching and landing at an uncontrolled airport. He emphasized the proper pattern to arrive and leave the airport area.



Aluminum Overcast on the Byerly Ramp – photo by Morrie Caudill

# Oshkosh B'Gosh



Wes Miller's R/C model, "Memphis Belle" – photo by Morrie Caudill

Our guest speaker for the evening was Wes Miller, who brought his B-17 with him. Wes is an RC modeler who, after flying on the Aluminum Overcast several years ago, had to have a model of the B-17.

At the time Wes was new to RC modeling, having built a trainer, which he was currently flying. But he wanted a B-17 so bad that he sold his hot rod and parts and invested about \$5000 in a 14 ft. wingspan, scratch built, model.

Having never built anything this size or complexity and with only a set of plans, he designed and constructed a model with flaps and retractable gear. The giant scale model is powered with four .91 cu. in. four cycle, single cylinder engines and burns 16 oz. of fuel on a 10-minute flight. The fuel costs \$17 per gallon.

The model weighs 50 lb. 4 oz. and has a built in ignition system to simplify starting. Built entirely of balsa and thin plywood and painted in the colors of The Memphis Belle the model is very close to scale. Wes started the engines and taxied the model around the ramp. The model requires approximately 200 ft. of runway to take off.

The meeting was adjourned and all enjoyed refreshments, provided by President Bob Thompson.



R/C model "Memphis Belle" nose art – photo by Morrie Caudill





## UPCOMING WORKSHOPS SCHEDULE

### B-17 Pilot Ground Schools - August 25th-27th and November 3rd-5th

B-17 Pilot Ground Schools (and you don't even need to have a pilot's license to attend) are set for 2000. April 14th -16th, Aug. 25th-27th and Nov. 3rd-5th. Cost \$750 for Non-EAA Members, \$650 for EAA Members and price includes meals, materials, lodging and flight in "Aluminum Overcast." Call Pat, toll free at (888)322-3229 for information or reservations.

### Ford Tri-Motor Pilot Ground Schools - October 20th-22nd and October 27th-29th

Ford Tri-Motor Pilot Ground Schools (both pilots and non-pilots are invited to participate) have been scheduled for the first time in 2000. Classes will run May 12-14, October 20-22 and October 27-29. Cost is \$450 for EAA Members and \$550 for non-EAA Members, which includes a flight in the Tri-Motor, instruction, materials, meals and lodging. Call Pat, toll free at (888)322-3229 for information and to make reservations.

### Lancair Workshop - September 14th-17th

Will present the necessary instruction to build the Lancair aircraft. All problem areas and specific techniques used for assembly of the Lancair will be presented. Call Pat, toll free at (888)322-3229 for more info. or to make a reservation.

### Engine Workshop - October 2nd-6th

Basic course in engine disassembly, cleaning, evaluation and reassembly. Call Pat, toll free at (888)322-3229 for more information or to make a reservation.

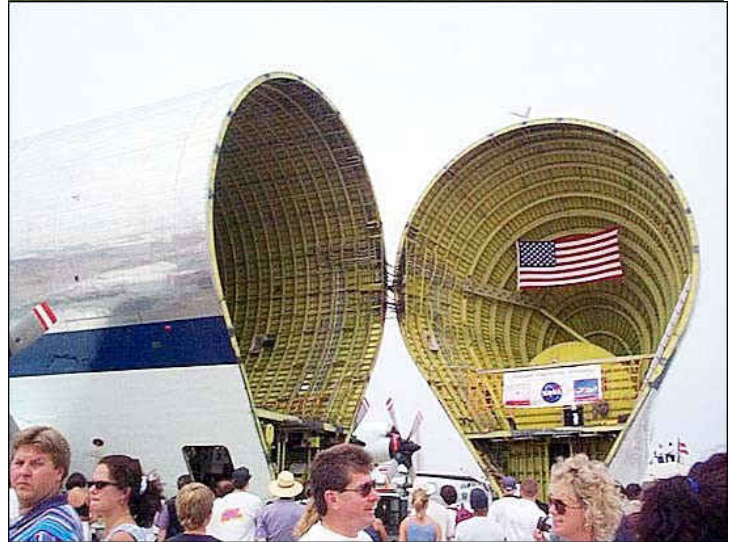
### Building the RV Series of Aircraft - October 9th-13th

Join well known and skilled RV builder, Alex Sloan for this week-long session on building the Van's RV series. If you're in the process of or thinking about building the Van's RV, you'll want to attend this session. Call Pat, toll free at (888)322-3229 for more

## Calendar



Photo from Aluminum Overcast – by Morrie Caudill



NASA's Guppy at AirVenture Oshkosh 2000

- Aug. 6 **Fly-In / Drive-In Breakfast** Harttenbauer Airport
- Aug. 13 **Fly-In / Drive-In Breakfast** Grandpa's Farm Mendota, IL
- Aug. 20 **Fly-In Breakfast**, Chapter 368, Monona, IA
- Aug. 20 **SERTOMA Fly-In Breakfast**, Iowa City Municipal Airport- Iowa City, Iowa
- Aug. 25-27 **ASC Midwest Regional Fly-In** Tommy Georges Airpark Edinburg, IL Contact: 217-623-5772
- Aug. 31 – Sept. 4 **Antique Airplane Assoc. Convention**, Antique Airfield-Blakesburg, IA
- Sept. 1-4 **ASC Nationals at Kimo** Brooks Field Marshall, MI Contact: ASC 616-781-4021
- Sept. 3 **Fly-In / Drive-In Breakfast** Harttenbauer Airport
- Sept. 8 - 10 **Midwest Antique Airplane Assoc. Grass Roots Fly-In** – Brodhead, WI
- Sept. 9 **Heart of Illinois Ultralight Fly-In** Logan Co. Airport Lincoln, IL Contact: Tom Jensen—309-394-2539 [murphyrebel@bwsys.net](mailto:murphyrebel@bwsys.net)



Photo from Aluminum Overcast – by Morrie Caudill

## **RULES OF THE AIR:** email from Jim and Nancy Rinckenberger

Every takeoff is optional. Every landing is mandatory. If you push the stick forward, the houses get bigger. If you pull the stick back they get smaller. That is unless you keep pulling the stick all the way back then they get bigger again.

Flying isn't dangerous. Crashing is what's dangerous.

It's always better to be down here wishing you were up there than up there wishing you were down here.

The ONLY time you have too much fuel is when you're on fire.

The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

When in doubt, hold on to your altitude. No one has ever collided with the sky.

A "good" landing is one from which you can walk away. A "great" landing is one after which they can use the plane again.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

You know you've landed with the wheels up if it takes full power to taxi to the ramp.

The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.

Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.

Stay out of the clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in

clouds.

Always try to keep the number of landings you make equal to the number of takeoffs you've made.

There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.

You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

Helicopters can't fly; they're just so ugly the earth repels them.

If all you can see out of the window is ground that's going round and round, and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.

In the ongoing battle between objects made of aluminum going hundreds of miles per hour, and the ground going zero miles per hour, the ground has yet to lose.

Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.

It's always a good idea to keep the pointy end going forward as much as possible.

Keep looking around. There's always something you've missed.

Remember, Gravity is not just a good idea. It's the law. And it's not at all subject to repeal.

The three most useless things to a pilot are the altitude above you, the runway behind you, and a tenth of a second ago.



Bombing Peoria from Aluminum Overcast – by Morrie Caudill

### **2000 Chapter 563 Officers**

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