

Illinois Valley Beacon



November 2000

Volume 7 Issue 10

Breakfast Saturday, November 4th at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. **See you at breakfast Saturday!**

November Our next Chapter meeting will be on the **Second** Thursday of the month, **November 9th**, at 7:00 p.m. at our Chapter Hangar at Mt. Hawley Airport.



In September a Nominating Committee was appointed to seek out volunteers to serve as Chapter officers in 2001. The Committee consists of Don Wolcott, Sam Sisk, Joe Fox and Morrie Caudill. They will report their nominations for 2001 Chapter Officers at the November meeting.

If you want to take a more active roll in Chapter affairs, please contact one of the members of the Committee or indicate your willingness to serve at the November meeting. Your personal involvement will insure a strong future for our Chapter.

Our guest speaker at the November meeting will be Chapter member Morrie Caudill.

Morrie is going to report on his recent VFR cross country to the East edge of Tennessee, where he rented a car and drove over the mountains to North Carolina. There he located an abandoned farm house that at one time belonged to his grandfather.

Morrie has also found a neat new program on the Internet called aeroplanner.com. He has printed maps of the trip and will explain how the program works.

Recently Morrie received a medal from the Republic of Korea for his participation in the Korean War. He will show the medal and explain how other veterans can apply for their medals. (See article on medals reprinted from USA TODAY on page 2)

Last Month We assembled on Thursday, October 12th at 7:00 p.m. Vice President Rick Woldow called the meeting to order at 7:25 p.m. in the Chapter hangar at Mt. Hawley. Only 10 members were present.

The Minutes from previous meeting and a Treasurer's report were not available. Nominating Committee report: no report. No members of the committee were present. Young Eagles report: the previous weekend activities at Mt. Hawley (organized by Kathy Arkwell) and Pekin

(organized by Morrie Caudill) were postponed due to weather. The following Saturday, October 14th, nine Young Eagles were flown at Pekin by Al Lurie and Ric Woldow. Thanks to those members for their work at this impromptu event which provided rides to Scouts from the Manito area.



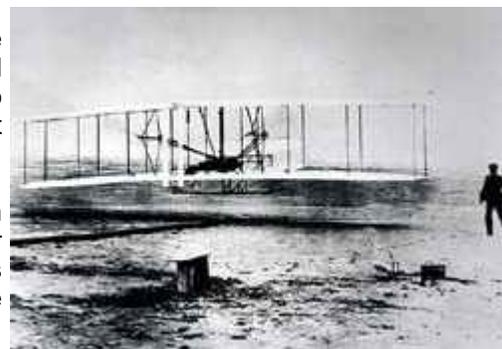
Technical Advisor's Report: Al Lurie reported that he was scheduled to inspect a Zenith 601 being built in Eureka IL. Al reported that an unusual feature of this design is that there are no hinges for the aileron controls. The skin of the control surface is attached to the wing and flexes to accommodate the control surface motion. The obvious benefits of this design are the simplicity and negating the need for gap seals. The concern for fatigue of the skin has not been reported as a problem on aircraft currently operating.

Al also reported that he is in the process of converting his Cessna 182 from Goodyear brake assemblies to Cleveland wheels and brakes. He reported that the STC'ed kit was lacking information on the hose assemblies required to fit up and allow adequate flexing for the brake pucks to align.

There was no Old Business. New Business: Ron Wright submitted his resignation from the chapter representatives to the EAA North Central Regional Fly In. Ron reported that Chapter 563 has committed to support the fly in with three members to assist in the organization of the event, and coordinate chapter members for the event itself.

Ron reported that Chapter 563 has not been able to maintain its commitment of three people, and there were no volunteers from our chapter for the event itself. With Ron's resignation, the chapter needs **three** members to commit to supporting the event.

An alternate position is for the chapter to withdraw from the partnership sponsoring the fly in. This will be brought to vote at the next chapter meeting. Anyone interested in replacing Ron or other positions on the committee should contact a



Kill Devil Hills – where it all started!

chapter officer prior to the next meeting when this will be voted on.

Chapter Projects: It was brought up if the chapter should investigate the purchase of an Aeronca Champ type of project to rebuild and fly as a method of increasing participation by chapter members. There was no motion provided. There was discussion on the benefits and problems associated with that type of venture. No consensus was reached.

Bill Engle did volunteer his BD-5 project to the chapter to build up as a non-flying display for the chapter. There was no motion associated with this offer, and it is recognized that a plan and commitment of numerous members would be required to make this work. A plan for the ultimate use of the finished work is crucial, as well as commitment of those working on it and the finances to complete the job. This idea was left as an open item for future motions. The Business meeting adjourned at 8:10 p.m.

Jerry Peacock gave a report on his recent trip to Russia. His interesting presentation reinforced that we are all very fortunate to be US citizens.

Jerry described an interesting collaboration between the KGB and the Russian Mafia. The hotels are Russian owned and affiliated with Western chains with familiar names. The hotel management pays a percentage to the Mafia for protection and there is an armed guard on every floor. The guards are there to insure that the tourists are not harmed! They want the flow of tourist dollars to Russia to continue.

Life for the average Russian is difficult. There is high unemployment, wages are low and housing is difficult to obtain, with many family members and friends sharing small apartments. Alcoholism is high. Medical care is poor. When a member of Jerry's group required emergency treatment, they were taken to a hospital, which was more like a small clinic. As they walked into the room the doctor shooed a cat from the examining table. When asked why the cat was there, he



EAA pilot Verne Jobst talks with Dreu Goldsmith, before they took a ride in a replica of Charles Lindbergh's Spirit of St. Louis at Mount Hawley Airport on Wednesday, October 11th. Photo by David Zalaznik of the Peoria Journal Star.

replied "to control the mice."

At long last, their badge of courage

By the thousands, veterans are seeking ribbons never received

By Gregg Zoroya, reprinted from the USA TODAY

ST. LOUIS — The lunch-hour fax coming into the Military Personnel Records center here makes its case plainly: An ailing World War II veteran, George Leakins, may well die in a Baltimore hospital. He wants the battlefield decorations earned half a century before, including a Bronze Star and Purple Heart, that he never received.

"He is my hero," writes his wife, Shirley Bossom, in her plea, "and I hope he will be yours too."



Promise a man a bit of ribbon, Napoleon once said, and he will fight for you. In ever-greater numbers, aging American fighters from wars past want their bits of ribbon.

Officials here say that record numbers of veterans — or their surviving spouses and children — are requesting medals never received. In many cases, these are decorations that were promised but never issued in the confusion and rush to muster millions out of service after World War II, Korea or Vietnam. Veterans eager simply to get on with their lives forgot about or dismissed the campaign medal or Purple Heart listed on a discharge paper. But the decorations are now taking on new meaning to many.

"They want to leave them to their families. Especially the older veterans, the World War II. It's like they're trying to get their affairs in order," says Lisa Sandor, a National Archives supervisor who runs the Army awards section here and who expedited Leakins' request so that he got his medals at his bedside days later.

At the records center, 60% of the 1,200 requests for Army medals that arrive each week are from people like Leakins — World War II veterans, Sandor says.

"Sometimes the handwriting is just so shaky," she says. "It breaks your heart to see those signatures."

Precise numbers on the increase in medal requests by veterans are hard to come by. The Army was so backlogged with 106,000 petitions — that it turned over the processing of those requests to National Archives personnel in early 1999.

Once the backlog was cleared (and that was achieved in May), archives technicians were told to expect between 16,000 and 20,000 new requests per year. In fact, says David Petree, a former archives official recently retired as

director of the National Personnel Records Center, technicians are getting three times that number.

And that's just the Army. Dena Martin, head of the Department of the Navy Retired Records Section, says medal requests for sailors, Marines and Coast Guardsmen have more than doubled in the past 10 years to 52,000 for fiscal 1999-2000. August was a record month with 8,200 requests. Martin says a third of them are from World War II veterans.

One technician in the Navy office, Virginia Lajoie-Allen, says the research can be affecting, particularly when the recipient who earned the decoration died in action.

"You're actually reading in the record how he was killed and whether they found the body or that kind of thing," Lajoie-Allen says. "It kind of takes you back in time. You're there, almost, and you're feeling that sense of loss."

Officials say many factors drive up the number of medal requests. Veterans lose decorations and want to replace them. Others hear of a new award and diligently seek it out. Requests for the Korean War Medal — issued by the Republic of Korea decades ago but only officially approved last year by the Defense Department — are coming in at 800 to 850 *per day* to the Air Force, which is handling these demands from veterans of all the services.

Sometimes, entirely new decorations are created. For the 80th anniversary of World War I, France paid tribute by issuing to living veterans its highest mark of distinction, the Order of the Legion of Honor, Chevalier rank. More than 600 have gone out to Americans, including to someone who may be the world's oldest living man (*Guinness World Records* is investigating). John Painter is 112 and drove a horse team hauling ammo and field guns in France. Today, he lives with a grandson in Hermitage Springs, Tenn., eats six eggs a day and chews King Bee Sweet Twist tobacco.

'Making sense out of their lives'

Officials say medal awareness is raised and requests pour in every time there is an anniversary for World War II or Korea. It happened when the best-selling *The Greatest Generation* was published, and when *Saving Private Ryan* reached theaters.

But in other cases, veterans are simply reflecting on what was likely their greatest adventure and want to leave some semblance of it for children or grandchildren.

"They're making sense out of their lives," says Kurt Piehler, an assistant professor of history and director of the Center for the Study of War and Society at the University of Tennessee, Knoxville. "This (war experience) is much more important than they realized, and people are telling them it is much more important."

Tattered separation papers are dug out of attics, with the decorations or awards plainly listed. Skilled archivists peruse the aging military records to determine whether

medals are owed to veterans.

"It's a tangible representation of what they did and how they served," says Sandor, supervising the fourth-floor office of the Army medals section here in St. Louis, where a dozen archives technicians quietly work over the phone with veterans or their families, or gingerly pick through the yellowing records.

"I talk to these veterans every day. I get letters from them. And pictures. And their gratitude is overwhelming," Sandor says. She pauses. "You can see I really have tears in my eyes. ... It's not necessarily that I did anything. Or we did anything special. We did our job. But to them, it was an overwhelming thing. I've gotten flowers. I've had people send candy, pictures. I had one woman send me a beautiful (ceramic) angel."

Nearly any review of a belated request for a medal or decoration begins here, in this 500,000-square-foot facility, where some 2 million cubic feet of military personnel and medical records are stored. The starting point for a medal search is the separation or discharge paper that every veteran receives upon leaving the military. These documents list decorations the veteran earned. But the record can be in error or incomplete, especially if there were changes or modifications in awards after the veteran left the service.

One example is the Navy's Combat Action Ribbon for combat service. Originally applied only to combat action back to 1961, it was approved earlier this year for veterans of Korea and World War II. The result has been 15,000 requests for the Navy, Merchant Marine and Coast Guard in the past six months and better than 9,000 ribbons sent out, according to Cmdr. Jerry Mahar, head of the Navy Board of Decorations and Medals.

"It is amazing to me the number of veterans who are out there and have not received appropriate attention. There are heroes out there," Mahar says.

Further complicating medal research was a famous fire that destroyed the entire sixth floor of this building in 1973. With speculation that an errant cigarette started it, it proved to be the worst accidental destruction of public records in American history, and repercussions continue to this day.

Nearly all the personnel files of people discharged from the Army between 1912 and 1960 were damaged or destroyed, as were about a third of the records for veterans who left the Air Force before 1964. Navy, Marine and Coast Guard records were largely spared.

To this day, technicians often must rely on reconstructed personnel records or carefully piece through blackened and crumbling papers to verify that a veteran should receive a medal.

When someone says he was promised a decoration for heroism but never received it, the matter is turned over to a military awards branch for each service. As the result of a law change in 1996, it is easier for old acts of heroism to

receive new attention. A former commanding officer, for example, can recommend that a veteran be decorated for an act of bravery that somehow escaped notice decades before.

That, too, generates more awards. While in 1996 fewer than a dozen awards were approved retroactively by the Marines, about 250 are now issued each year.

Around the Pattern

Brian Briggerman has joined the Sheriffs Patrol in Phoenix AZ. They perform the same type of service that CAP does for downed aircraft.

Dewy Fitch left for the winter yesterday. We won't see him again until April.

Smitty had a small incident with his Cessna 170. He was pulling his car up to the side of the plane to get a 12 volt air pump close enough to blow up the tail wheel, when his foot slipped off the brake and the car rolled into the left side of the fuselage. The wings have been removed and the fuselage is in the back of the Northpoint hanger getting three or four skin pieces and a bulkhead replaced.

Mike Tillman is making progress on his Cessna 140A.

FAA PROPOSES AD ON C172RG LANDING GEAR

The FAA's proposed Airworthiness Directive (AD) requiring inspection of Cessna 172RG main landing-gear components is certain to draw the close attention of operators. The proposed AD, published Monday, would require that the main landing-gear pivot assemblies be inspected for cracks within 100 hours of the AD being made effective. If any cracked main landing-gear pivot assemblies are found, they must be replaced, and new bushings must be installed on the pivot assembly shaft during the inspection. Cost to comply with the AD, if it is put into effect, would be a minimum of \$1,700 for inspection alone and a whopping \$7,626 if both main landing-gear pivot assemblies are in need of replacement. Interested parties -- some 1,200 or so of them -- have until December 7 to submit comments to the FAA. From AVflash 6.44b

PROPOSED MILITARY-AIRSPACE GRAB DRAWS OPPOSITION

The proposed Lancer Military Operations Area (MOA) in north-central Texas would interfere with general aviation traffic and inhibit some IFR operations, according to AOPA. "The most troublesome aspect of this proposal is its size -- the volume of navigable airspace that it consumes is immense," AOPA said in a statement. The proposed MOA, requested by the U.S. Air Force, would compress GA traffic into airspace below 3,000 feet, and restrict access to local Victor airways. AOPA is encouraging local pilots to attend two public forums to be held by the FAA next Thursday in Texas. From AVflash 6.44b



FIRST SPACE

STATION CREW: The crew that will advance the era of man's permanent presence in space has rendezvoused with the International Space Station (ISS). After a launch from Baikonur, Kazakhstan, aboard a Soyuz capsule, Bill Shepherd of the U.S. and veteran Russian cosmonauts Yuri Gidzenko and Sergei Krikalev docked with the ISS and become its first residents for a tour of duty that will last four months. From AVflash 6.44b

NICE ESCARGOTS STOP CARGO (AND PAX):

This must have been a NOTAM that no pilot had ever seen -- "Runway closed on account of slime." It seems that last Thursday heavy rains drove zillions of snails out of the waterlogged ground onto the main runway in Nice, France, forcing its closure while maintenance crews scooped up the unhappy little mollusks. By the time it was all over, the runway was closed for five hours and over 6 cubic yards of the critters had been hauled away. No word on whether the snails were of culinary quality. From AVflash 6.44b

EVEN AIR FORCE ONE SUBJECT TO SYSTEM



BREAKDOWN: The rest of us might think we're pretty lucky if we make it to our destination only 20 minutes late ... but when Air Force One (AF1) got rerouted and delayed because of a major power outage at the Indianapolis Air Route Traffic Control Center, it made the news. Problems restoring radar and communications meant AF1 couldn't fly direct, making the Prez late for a fundraiser. The FAA tells AVweb that the power outage was of an unknown origin and that the agency is still working to figure out what happened and why. From AVflash 6.44b

EAA PETITIONS TO EXPAND

EXPERIMENTALS FOR TRAINING

Several of the aviation alphabet groups, including EAA, are asking for your help in persuading the FAA to allow the owners of experimental aircraft to receive compensation for renting their



birds for training purposes. The FAA granted a partial exemption in April, but it covered only experimental amateur-built aircraft, leaving out those certified in other countries but not in the U.S. The alphabets would like the FAA to allow all experimentals with airworthiness certificates the same compensation and rental rights. EAA and the other groups are asking members to write in support of the change request. From AVflash 6.44a

HUBBLE'S HIGH FLYING COMPETITION:

A Boeing 747 that used to ply the skies for Pan Am is being reincarnated as the bed for the largest airborne telescope ever built. Once installed, the telescope will be able to peer deep into space to study distant galaxies. The program is called the Stratospheric Observatory for Infrared Astronomy (SOPHIA), and is a joint project between NASA and the German Aerospace Center. From Avflash 6.44a

NEWARK TERMINAL "TAXIES" TO NEW LOCATION:

It's not unusual to see an airplane taxi from the terminal, but there aren't many times you'll be able to see the terminal taxi away from the aircraft. That's just what officials in Newark, N.J., did this past week with a portion of their original 1934 art deco terminal. The structure, declared a national historic landmark, had to be moved to make way for a runway extension. Once moved and put back together, the old terminal will be used as part of the airport police and administration building. From AVflash 6.44a



A PIG IN A

POKE Finally, the no-kidding winner of 'when pigs fly' award. All was normal on USAirways Flight 107 from Philadelphia to Seattle recently until a 300-pound pig was brought on board and given the first row of first class. During taxi at SEA, the porker ran squealing through the cabin and then jammed itself into the galley, where it refused to budge until given food (bacon bits?) The owners managed to drag the porcine pax onto the jetway where it left a calling card for the other deplaning passengers, one of whom got a shoeful. A USAirways

spokesman admits that the airline is humiliated about the whole thing and promises that pigs will never fly again. From AVflash 6.44a

THE FUTURE MAY BE COMING

With all the ATC woes tying up the system of late, the Boeing Company has come up with a plan to reinvent the whole darn thing. Boeing President Harry Stonecipher said Monday the company will unveil its new system architecture within a year, Dow Jones reported. Boeing wants to build a technologically advanced space-based guidance and tracking system -- using GPS plus a few new satellites -- that would interact with aircraft and also be able to communicate with older air traffic systems and aircraft. The price tag? About a billion dollars or so. The new architecture could be up and running in about five years, Stonecipher said. He also warned that if the ATC system doesn't get revamped soon, it will strangle growth in the airline industry. From AVflash 6.43b

WE KNEW ECONOMY CLASS WAS UNCOMFORTABLE; BUT LETHAL?

It's no fun to be stuffed into a downsized economy class seat on an airliner for hours on end, but watch out: The experience can be deadly as well as aggravating. A 28-year-old Englishwoman collapsed and died earlier this month, after 20 hours of flying from Australia to London. Long periods of inactivity in cramped quarters can cause blood clots to develop in the legs, which can travel into the heart or lungs, causing sudden death -- and in fact, dozens of air travelers die from this condition every year. Qantas airline officials said their in-flight magazine explains the dangers and recommends that passengers move their feet and legs for three or four minutes each hour to improve circulation. But soon, airlines may have to do more: Britain's Civil Aviation Authority is considering a mandate to force airlines to increase their legroom to protect passengers. From AVflash 6.43b

...WHILE IN CALIFORNIA, AIRSPACE IS INVADED

In San Jose, Calif., the political powers are approaching their airport differently ... actually, they're approaching it vertically. A proposed new City Hall would peak at 320 feet, far higher than any building around. But when the San Jose Mercury News called the city to ask if that impressive new tower would intrude on the airspace claimed by San Jose International Airport, the answer was, well, uh, nobody checked that. Since city regulations require that FAA concerns about airport hazards must be respected in the building-permit process, this is one grand gesture that seems doomed to fade into oblivion. From AVflash 6.43a

LATEST AIR RAGE REDUX:

An American Airlines flight from London en route to Chicago had to divert to Bangor, Maine, to offload an enraged and drunken Danish man, who repeatedly kicked the seatbacks of the couple in front of him and reportedly used a mobile phone to make a call asking that the pair be killed upon arrival in Chicago. A Maine court has invited the

traveler to enjoy a 21-day respite at one of the nation's most secure, albeit least hospitable, bed and breakfasts -- er, penitentiaries. In a stranger case, doctors found that an accused air rager had apparently suffered from delirium caused by a bout of encephalitis when he went crashing into the cockpit of an Alaska Airlines flight shouting, "I'm going to kill you!" and grabbing for the controls. Lawyers are negotiating a plea bargain. From AVflash 6.43a

members who provide an email address.

Each newsletter cost the Chapter approximately 65 cents to reproduce and mail.

If you have an email address and no longer require a printed copy of the newsletter, please notify editor Dennis Mellen at dennis.mellen@mclcd.com Thank You!

Short Final...

- ◆ More from our "you're spending too much time with your computer" file:

We had an accident recently with our Mooney and went out with fellow pilots one Sunday to take some additional photos.

Having taken the digital photos needed, one pilot commented, "It's not so bad. Nothing Photoshop can't fix." From AVflash 6.44a

- ◆ More from our "controller vs. captain" file...

Controller to Air France Airbus: "Please confirm whether you are an A330 or A340."

Air France Airbus: "We are senior pilots. We only fly the A340."

Controller: "In that case, captain, please fire up your other two engines and get to the altitude and speed that I assigned to you." From AVflash 6.43a

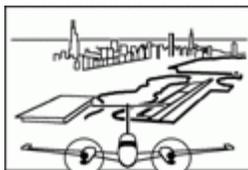
- ◆ More from our "reality check" file:

While I was waiting for ground control to give me a taxi clearance, I overheard the following exchange:

N12345: "Boeing ground, N12345. Can you give me a radio check?"

BFI Ground: "You sound like you're calling from a tin can."

N12345: "We *are* calling from a tin can..." From AVflash 6.423a



Friends of Meigs Field



Newsletters by e-mail This newsletter is sent electronically to

2000 Chapter 563 Officers

President: Robert Thompson, 416 St. Marks Ct. Peoria, IL 61603, Ph 673-4471, Fax 673-4475, e-mail ret@iaonline.com

Vice President: Ric Woldow, 1307 S. Lee Avenue, Morton, IL 61550, Ph 263-5522

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

Secretary: Jack Frost, 3331 N. Chestnut, Peoria, IL. 61604, Ph. 685-8300

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