

# Illinois Valley Beacon



January 2001

Volume 8 Issue 1

**Breakfast** Saturday, January 6th. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. **See you Saturday!**



**Toby and Bob Lehnhausen**

**Christmas Holiday Banquet** Our Annual EAA Chapter 563 Holiday Banquet was held Thursday evening, December 14th at 7:00 p.m. at Avanti's Ristorante in East Peoria. More than fifty members and guests gathered for some Holiday Cheer.

Dave Cook and his wife Virginia planned and organized the dinner and invited our guests. Dave also served as "Master of Ceremonies."

Sam Sisk led us in a moment of prayer before the meal. Afterwards Debbie Phipps, the daughter of Al and Jan Phipps, led us in Christmas Carols with her melodious voice and a guitar.

Our special guests were Elizabeth (Toby) and Robert (Bob) Lehnhausen. Bob discussed his "Experiences in Combat" as a member of the 44<sup>th</sup> Bomb Group of the U.S. Air Force during WW II. This included the low level bombing mission over the Ploesti oil fields.

Bob outlined his military career, where he trained and how he came to be based in North Africa, but the assembled group was primarily interested in hearing about the Ploesti raid. In the early hours of August 1, 1943, 177 B-24D's from

the 376<sup>th</sup>, 93<sup>rd</sup>, 44<sup>th</sup>, 389<sup>th</sup> and 98<sup>th</sup> Bomb Groups of the IX Air Force took off from their bases in Libya and headed north on an ambitious plan to cripple the oil production of the Third Reich. This operation, code named "Tidal Wave," targeted the refinery facilities at Ploesti, more than a thousand miles away in Romania.

Thus began the famous 1943 raid on Ploesti. The planes attacked at treetop level -- flying into flak, machine gun fire, fighters, and barrage balloons. Their aim was to shut off German petrol supplies. When it was over, almost half of Ploesti's oil production capacity was destroyed, but at an incredible cost.

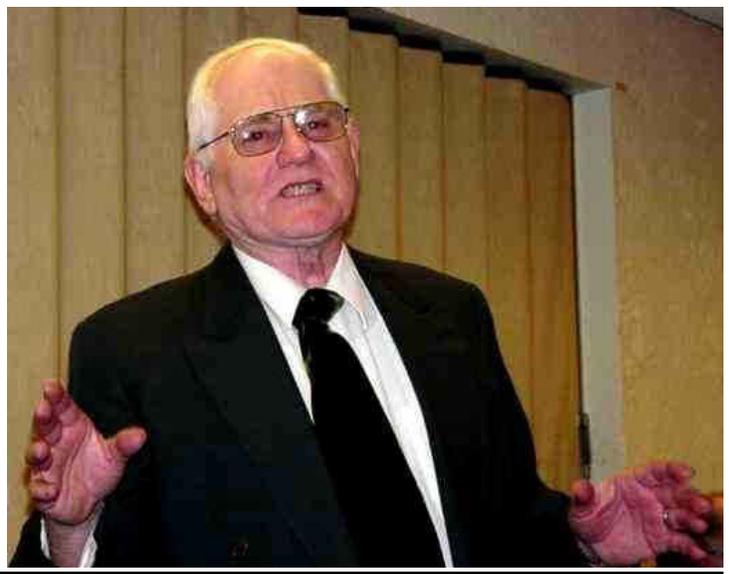
Of 177 planes and 1,726 men who took off on the mission, 54 planes and 532 men failed to return. This mission alone resulted in the award of 5 Medals of Honor, the highest military award given by the United States armed forces.

The mission as originally conceived, relied heavily on the element of surprise. It was believed that the Germans would be unprepared for an attack at Ploesti, because of the great distance from our base in North Africa.

When the B-24D's homed in on the target, they discovered that the Germans had not been fooled. It seemed as if every hay stack, tree, barn, farm house or out building concealed an artillery piece or machine gun. The ground fire was fierce.

To make matters worse, the initial group missed their target and swung around for another pass at a higher altitude. Consequently they dropped their bombs through a second group of B-24D's.

## **Our Master of Ceremonies – Dave Cook**





**Debbie Phipps**

The Navy flight demonstration squadron is a Chief of Naval Air Training unit composed of Navy and Marine Corps representatives including ten pilots (six are demonstration pilots), six support officers, four civilians and about 100 enlisted personnel performing in more than 16 Navy specialties. The team's home base is Naval Air Station, Pensacola, Fla.

Each team's aerial demonstration is a mix of formation flying and solo routines. The pilots perform approximately 30 maneuvers in a demonstration.

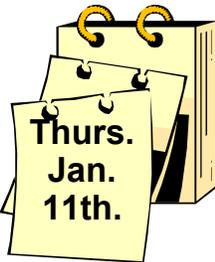
The entire show, including ground and air, runs about one hour and 15 minutes.

Demonstration sites are selected to support the objectives of the Defense Department and the interest of the armed Services with safety as the primary consideration. Performances greatly assist the recruiting and retention goals of the military Services, enhance esprit de corps among uniformed men and women, and demonstrate the professional skills and capabilities of the armed forces to the American public and U.S. allies.

The Germans had even built a decoy oil refinery a few miles before the target in an attempt to fool the bombers into dropping their armament prematurely.

When it was over almost half of Ploesti's oil production capacity was destroyed, but at a tremendous cost in planes and men and it took the Germans only about three months to restore the refinery to full production. There would be many more raids before the Ploesti oil refinery was permanently destroyed.

**January** Our next Chapter meeting will be on the **Second** Thursday of the month, **January 11th**, at 7:00 p.m. at our Chapter Hangar at Mt. Hawley Airport.



**Membership Dues** for 2001 remain at \$20.00. Please use the membership renewal form on page 5 and mail your check for dues to Chapter Treasurer Morrie Caudill, 600 W. Melbourne Avenue, Peoria, IL. 61604.

## **Blue Angels 2001 Peoria Air Show Scheduled**

The "Blue Angels" Navy flight demonstration squadron has announced their 2001 air show season schedule. The Blue Angels will appear in Peoria on May 12th & 13th.

The Blue Angels have scheduled 66 shows at 34 locations in the United States and Canada during the 2001 season.

## **Congratulations!**

To Chapter Technical Advisor Al Lurie and his wife Gloria.

They recently celebrated their 50th. Wedding Anniversary!



Allan Lurie and Gloria Hubbard were married November 23, 1950 in Peoria.

## **Proposed New Air Traffic Organization**

The EAA is taking a cautious approach to the Clinton Administration's announcement of a separate air traffic control organization designed to ease congestion at major airports throughout the country. The White House announced the measure on Thursday, Dec. 7.

EAA is suspicious of the plan for a number of reasons, including the suggestion of user fees implementation for air traffic control services and indifference to the core problems of airspace management and runway availability.

"There is a real need to update the air traffic system for the safety and convenience of air travelers, whether they fly on the airlines or in their own aircraft," EAA President Tom Poberezny said. "We have some questions whether this

approach will significantly deal with the situation. We also have a real concern about the attempt to include user fees for air traffic services in this measure — something specifically prohibited by Congress for much of the past decade."

Under the measure, general aviation aircraft would continue to pay into the Federal Aviation Administration's Airport Improvement Fund through a fuel tax, while airline and cargo flights would pay for air traffic services used. Airline passengers would no longer pay for airport improvements through a surcharge on their individual tickets. The fees for air traffic control services, however, would be passed along to consumers through ticket prices.

Under the Aviation Investment and Reform Act (AIR-21) passed in Congress last year, air traffic services would not be subject to user fees, with funding coming from the general transportation budget. In his announcement, however, President Clinton directed the U.S. Department of Transportation (DOT) and FAA to review the potential in establishing "airport congestion pricing and other market mechanisms."

"Congress correctly recognized in AIR-21 that the air traffic control system is a vital part of the nation's total transportation system, which should be funded through general revenues as part of that complete system," said Earl Lawrence, EAA Vice President of Government Affairs.

"While general aviation would still pay for airport improvements through a fuel tax, it's a very short leap to instituting user fees on all aircraft — which would cause irreparable harm to the general aviation industry."

EAA maintains that many pilots would curtail their flying hours because of the expense involved with air traffic user fees. Fewer flying hours could also bring a lower level of proficiency for those pilots who do fly, eroding safety in an opposite effect of what the measure attempted to achieve.

## Sport Pilot Rule Continues Toward Finalization

The FAA continues to refine the Sport Pilot Notice of Proposed Rulemaking (NPRM), with a target of publishing the NPRM for comment in late January or early February 2001.

In the past month, FAA contacted EAA, USUA (United States Ultralight Association) and ASC (Aero Sports Connection), offering all three associations the opportunity to review and comment on FAA's initial sport pilot outline.

Based upon the input of the EAA Ultralight Council and various headquarters staff members, EAA commented positively and negatively on various aspects of the rule as it was then written. EAA urged FAA to give more consideration to the suggestions offered by the Part 103 Aviation Rulemaking Advisory Committee (ARAC) in their final draft proposal that was submitted to FAA in late 1998.

(EAA Ultralight Council member Chazz Humphrey has been an original member of the Part 103 ARAC since its inception in 1993. At the request of Humphrey, Earl Lawrence, EAA vice president of Government Programs, became a second EAA ARAC representative in 1996.)

Because the NPRM is not yet finalized, specifics are not available. However, FAA spokespersons at EAA AirVenture 2000 publicly reported that the rule will allow a sport pilot to operate and carry a passenger in an unpowered or single-engine, two-place aircraft with a maximum takeoff weight of 1,232 pounds and a stall speed of 39 knots (44 mph) or less. A sport pilot will be required to hold either a valid U.S. driver's license or third class medical.

Provisions to allow currently registered ultralight pilots to transition to sport pilots are included in the rule; however,

**SUPER safety SEMINAR**

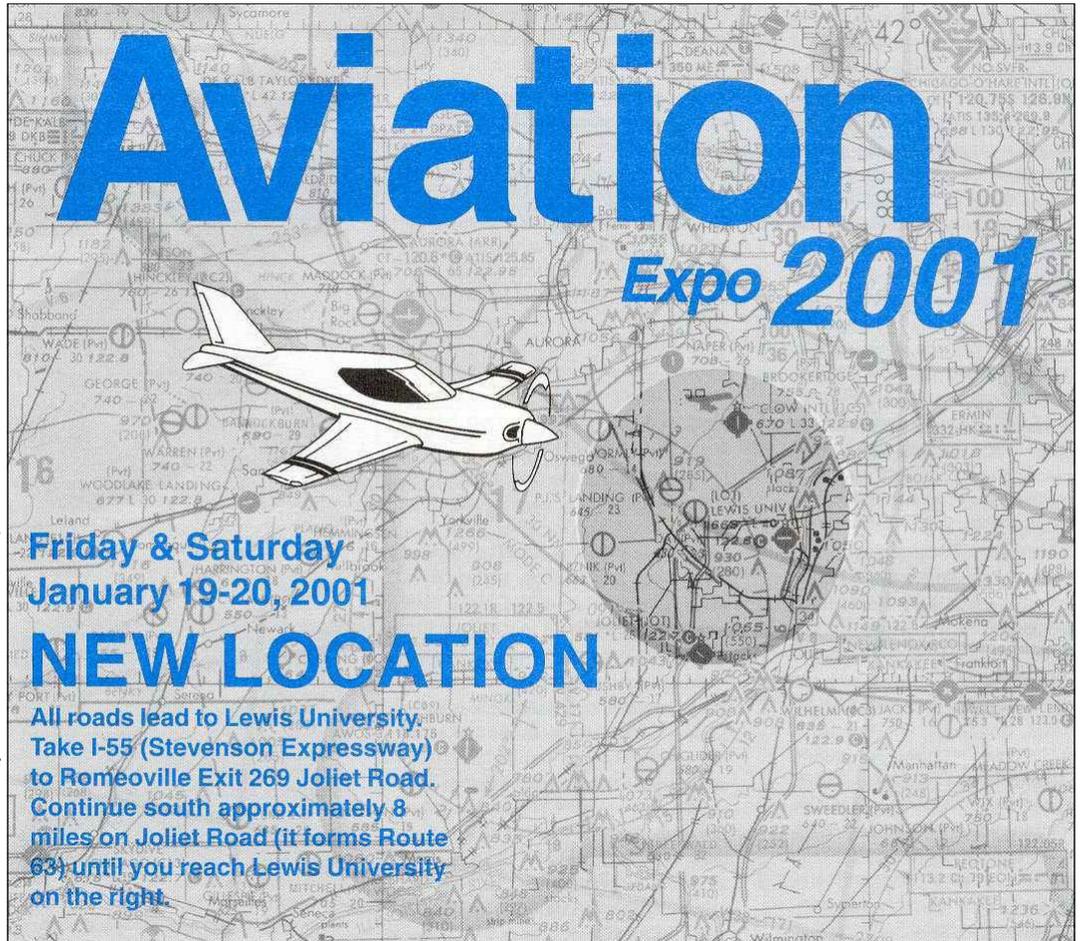
**Saturday Jan. 13, 2001**  
**Illinois Department of Transportation**  
**Harry R. Hanley Building**  
**2300 South Dirksen Parkway**  
**Springfield, Ill.**

those specifics are still under development by FAA.

In addition, provisions to establish a new Sport Pilot Flight Instructor rating are included as well.

At the request of FAA, EAA facilitated a teleconference in early September between FAA Flight Standards Division and Aircraft Certification Office representatives and several ultralight/light plane manufacturers.

During the two-hour teleconference, proposed limits of new aircraft certification categories were discussed, with the industry representatives providing real-world experience. The teleconference resulted in a good exchange of information between FAA and industry leaders on both the sport pilot rule and the aircraft certification categories.



**Aviation**  
**Expo 2001**

**Friday & Saturday**  
**January 19-20, 2001**

**NEW LOCATION**

All roads lead to Lewis University.  
Take I-55 (Stevenson Expressway) to Romeoville Exit 269 Joliet Road. Continue south approximately 8 miles on Joliet Road (it forms Route 63) until you reach Lewis University on the right.

If adopted, the new aircraft certification categories may: 1) Establish a new subcategory to FAR Part 21 to create a means for most aircraft currently operating outside the limits of FAR Part 103 to become licensed as experimental "light" aircraft to be operated by sport pilots. These aircraft would not have to meet the 51 percent rule that requires owners to build 51 percent or more of their aircraft. These aircraft may have limited flight instruction privileges; and 2) Establish a special airworthiness certification category under FAR Part 21 that would allow new "light" aircraft to be sold as ready-to-fly aircraft by manufacturers. These aircraft may have permanent flight instruction and rental use privileges.

Throughout the entire ARAC process and rulemaking discussions, EAA's goal has been to facilitate the development of a simple, flexible FAA pilot certificate that would allow current ultralight pilots and future sport pilots to fly and carry a passenger in a light aircraft in day VFR conditions without the need for a third class medical or financially burdensome, unnecessary training requirements.

Specifically, EAA supports the development of a sport pilot certificate that will allow pilots to progressively add privileges for carrying passengers, making cross-country flights, and making flights into more restricted airspace as their skills and interests develop. EAA has supported this process with the expectation that FAR Part 103 will be retained as currently written.

In addition, EAA supports the development of new aircraft certification categories that will allow current ultralight owners to transition their aircraft currently operating outside the limits of FAR Part 103 into legal flight status and create new light aircraft that could be sold ready-to-fly by manufacturers without having to meet current design and production requirements that are inappropriate for low-energy aircraft.

FAA has now moved into its final writing mode on this rulemaking project. Citing ex parte law, which now governs their actions, FAA can no longer discuss the specifics of the rulemaking project. EAA is now waiting to review and comment on FAA's document, anticipating that it will be published in January of 2001.

This rulemaking issue is a complicated one. While rumors are rampant throughout the ultralight community as to how well this rule will address the original problems identified by the Part 103 ARAC, EAA cautions the community to withhold comment until such time as the NPRM is issued. Once the NPRM is published in the Federal Register, a 90-day comment period will follow. At that time, any interested parties may comment on the rule in general or on specific segments of it.

Following that comment period, FAA has projected another six-month period during which they will review all comments. At that time, the rule may (or may not) undergo further refinement based on the comments received. FAA

spokespersons stated at AirVenture 2000 that it is their goal to publish the final rule by October 1, 2001, or earlier if at all possible.

Currently, FAA plans to initially publish the rule as a Special Federal Aviation Regulation (SFAR). The SFAR process is frequently used when a new rule is introduced because it is easier to make amendments to an SFAR than to a permanent rule should it become apparent that certain parts of the rule do not work as originally planned. Typically, SFARs are adopted as permanent rules within approximately two years.

EAA will continually update members regarding the progress of these rulemaking projects via "Hotline" in both *Experimenter* and *Sport Aviation* as well as on our website ([www.eaa.org](http://www.eaa.org)).

### **Aviation's Great Achievements to be Celebrated at AirVenture 2001**

The history of flight is filled with amazing technology, inspired designers and courageous pilots, all of which have contributed to today's world of aviation. As the 100th anniversary of the first powered flight approaches, EAA AirVenture Oshkosh will salute those responsible for the milestones during aviation's first century.

"Aviation Firsts" is the official theme of EAA AirVenture 2001, the 49th annual EAA convention, which will be held July 24-30, 2001 at Wittman Regional Airport in Oshkosh. The event will recognize a host of noteworthy achievements in aviation history that still stand as legendary accomplishments today.

"The first century of flight is filled with achievements that captured the public imagination and were important to the growth and evolution of aviation," said Tom Poberezny, EAA AirVenture Chairman. "At AirVenture 2001, we want to take a look back at some of the great 'firsts' in aviation history and give them the recognition they deserve."

At EAA AirVenture, particular attention will be given to those people and aircraft that were the result of individual

initiative. EAA is inviting pilots who have achieved significant aviation firsts, or owners of aircraft used in such achievements, to be a part of this year's event.



"Along with all its other remarkable attributes, EAA AirVenture is truly the 'family reunion' of aviation," Poberezny said. "There is no better place for the people and aircraft who have stretched the horizons of flight than on the flight line at Oshkosh."

In addition, EAA will introduce more of its "Countdown to Kitty Hawk," which will culminate in Dec. 2003 with a flight at Kitty Hawk, N.C., by a historically accurate reproduction of the Wright brothers' original 1903 aircraft.

"Along with all its other remarkable attributes, EAA AirVenture is the place where aviation firsts are continually happening, be it through the introduction of new aircraft, aviation products or designs," Poberezny said. "People know that to showcase an innovation within the world of flight, AirVenture is absolutely the essential place to be seen."

In 2000, more than 10,500 airplanes were flown to the event, which had an estimated attendance of 765,000. EAA AirVenture 2000 was highlighted by more than 500 educational forums, seminars and workshops; more than 700 exhibitors; nearly 2,300 showplanes in 11 categories; daily air shows with the world's finest civilian performers; and a wide variety of informational and entertaining programs.

The event is the annual convention for the 170,000 members of EAA, The Leader in Recreational Aviation. EAA's divisions also have permanent sites on the AirVenture grounds, with programs throughout the weeklong event.

This year, the event begins on a Tuesday (July 24) and ends on Monday, July 30. Annual EAA members receive special discounts on admission rates. For more

### **EAA CHAPTER 563 MEMBERSHIP RENEWAL**

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY & ZIP \_\_\_\_\_

EAA NUMBER \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_

AIRPLANE OR PROJECT \_\_\_\_\_

Please mail check for \$20.00 for 2001 dues to Chapter Treasurer - Morrie Caudill, 600 W. Melbourne Avenue, Peoria, IL. 61604

information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or contact the EAA website ([www.eaa.org](http://www.eaa.org)). EAA AirVenture information is also available through the World Wide Web at [www.airventure.org](http://www.airventure.org)

## Workshops Schedule

### **TIG Welding Workshop** - Jan. 12th - 14th and Feb. 9th - 11th

An EAA SportAir TIG Welding Workshop is scheduled for January 12th-14th in Griffin, Georgia and February 9th - 11th in Griffin, Georgia. The workshop is designed to cover the following topics: Fundamentals of TIG Welding, Necessary Equipment, Safety Issues, Cutting and Fitting Tubing and Hands-on Welding Practice. The majority of the time will be spent in the welding booth learning and practicing the techniques needed to weld 4130 steel plate and tubing as well as aluminum. Professionals from Lincoln Electric will teach this course. Workshop costs \$329 for EAA Members and \$349 for Non-Members. Details and descriptions of the workshop are available at <http://www.sportair.com/> or call (800)967-5746 for more information or register.

### **SportAir Special 2 Day Course Selection** - Jan. 20th - 21st in Oshkosh

A special EAA SportAir workshop weekend is scheduled for January 20th-21st in Oshkosh, Wisconsin. Various workshops will be available and include courses on: Fabric Covering, Composite Construction, Sheet Metal Basics, Owner Maintenance, Sheet Metal Forming, Electronics and Avionics and Introduction to Aircraft Building. Cost of the course varies depending on the topic. For more details on each of the special workshops go to <http://www.sportair.com/> or call (800)967-5746.

### **Lancair Workshop** - February 2nd - 4th

A Lancair Workshop is scheduled for February 2nd - 4th in Griffin, Georgia. 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. Participants will learn about FAR's pertaining to amateur-built aircraft, tool, insurance, engine & propeller selection, basic bonding, vacuum bagging, basic laminating skills, ... Workshop is 2 1/2 days, cost for EAA Members is \$349 and Non-Member price is \$389. Workshop details and descriptions are on the Web at <http://www.sportair.com> or call (800)967-5746.

### **SportAir Special 2 Day Course Selection** - Feb. 17th-18th

A special EAA SportAir workshop weekend is scheduled for February 17th - 18th in Greensboro, NC. Various workshops will be available and include courses on: Fabric Covering, Composite Construction, Sheet Metal Basics, Owner Maintenance, Sheet Metal Forming, Electronics and Avionics and Introduction to Aircraft Building. Cost of the course varies depending on the topic. For more details on each of the special workshops go to <http://www.sportair.com/> or call (800)967-5746.

### **RV Assembly** - February 23rd - 25th

This EAA SportAir workshop will be focused on the skills necessary to assemble the RV kit aircraft. The workshop will take place February 23rd-25th in Griffin, Georgia. Topics that will be covered include: FAR's pertaining to amateur built aircraft, necessary tools and workshop required, insurance, engine and propeller selection, flight testing, etc. The workshop will provide extensive hands-on time to apply the techniques necessary in assembling the RV kit. The main sheet metal project will be a small airfoil section, patterned after the RV wing. Assembly of this airfoil will include the majority of skills necessary to build the aircraft. Additional topics to be discussed will be weight and balance issues, rigging, painting, etc. Cost of the 2 1/2 day workshop is \$349 for EAA Members and \$389 for Non-Members. Details and descriptions of the workshop are available at <http://www.sportair.com/> or call (800)967-5746.

**E-mail Newsletters** This newsletter is sent electronically to members who provide an email address. 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](mailto:dennis.mellen@mclcd.com).

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