

Illinois Valley Beacon

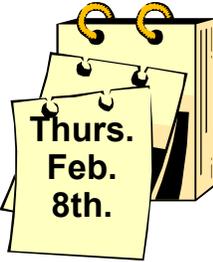


February 2001

Volume 8 Issue 2

Breakfast Saturday, February 3rd. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. **See you Saturday!**

February Our next Chapter meeting will be on the **Second** Thursday of the month, **February 8th**, at 7:00 p.m. at our Chapter Hangar at Mt. Hawley Airport. Rumor has it that Vice-President Rick Woldow might make a presentation on magnetos.



Last Month Our Chapter meeting was on the **Second** Thursday of the month, **January 11th**, at 7:00 p.m. at our Chapter Hangar at Mt. Hawley Airport. Vice-President Rick Woldow brought the meeting to order.

Dave Cook introduced a great guest speaker that flew B-24s or 25s in India and China. Unfortunately your President and Newsletter Editor was not at the meeting and most of his usually reliable sources have failed him. I have been told that Chapter Secretary Jack Frost took copious notes. Look for a detailed report on Dave Cook's friend in the March issue.

Young Eagles Chapter members Bill Houndshell and Morrie Caudill flew eight Young Eagles on Saturday, January 20th. at Pekin airport and a good time was had by all.



Thanks to Sharon Caudill for her efforts in selecting and gift wrapping the engraved money clip which the Chapter presented to our special guest, Bob Lehnhausen, at the Annual Holiday Banquet. Also thanks again to Dave and Virginia Cook for planning and organizing the dinner and inviting our guests.

RUTANS IN EAA AIRVENTURE 2001 'AVIATION FIRSTS' ACTIVITIES Two members from one of aviation's "first families" will be featured participants during "Aviation Firsts" activities at EAA AirVenture 2001, which will be held July 24-30 at Wittman Regional Airport in Oshkosh.

Burt and Dick Rutan, whose best-known partnership was the "Voyager" aircraft that made a non-stop, non-refueled flight around the world in 1986, have confirmed their

participation at EAA AirVenture 2001. While both have been regular visitors to the event in past years, they will have the opportunity to recount the achievement that put them in the aviation record book that year.



Voyager

"The name Rutan is a legendary one in the world of recreational and homebuilt aviation," said AirVenture Chairman Tom Poberezny. "Each of the brothers has been an extraordinary contributor to the world of flight. We are happy that they have agreed to join us at AirVenture again this year to be part of the "Aviation Firsts" activities.

During their visit to EAA AirVenture, both Burt and Dick Rutan will take part in several forums and presentations on the grounds. They will also be the featured guests at an evening program at Theater in the Woods. The exact dates and times of their scheduled appearances will be announced as they are confirmed.

In the early 1980s, the Rutans and a small group of associates began work on an aircraft that could fly around the world non-stop, without being refueled. That design became the Voyager, which was built with an outpouring of grassroots support and without government backing. In December 1986, Dick Rutan and Jeana Yeager began a nine-day odyssey in that aircraft. It finished more than 25,000 miles later at Edwards Air Force Base, completing one of the last great aviation firsts. For that achievement, the Rutans and Yeager were awarded the President Citizen's Medal of Honor. The Voyager made two trips to the EAA convention in Oshkosh — in 1984 and 1987.

Burt Rutan is one of the most renowned designers in aviation history. Since his first design, the VariViggen, appeared in the late 1960s, Rutan has been reaching and surpassing new horizons in flight. His designs over the past 30 years, including the (Continued on page 3) VariEze, Long-EZ, Boomerang and Proteus, have consistently explored untouched territory in aircraft design.

Rutan's use of canards and composite materials began a new age for homebuilt



ILLINOIS Ultralight and Light Plane SEMINAR



The 21st Annual Illinois Ultralight/Light plane Seminar will be held Saturday, Feb. 24, 2001, in Springfield, Ill., at the Illinois Building & Auditorium on the Illinois State Fairgrounds. This building will accommodate a 400-seat theatre and a 12,270 sq. ft. auditorium for aircraft and vendor displays all under the same roof. The seminar will cover a broad range of subjects ranging from 2-stroke engine maintenance to Trikes - to what's going on in the sport pilot world. There will be ultralight, engine manufacturer, and accessory displays representing UL/sport/recreational type aircraft. Anyone representing any item of equipment used in this segment of aviation and interested in displaying such item should call

Dale Rust at (217) 524-5269 or e-mail, rustdl@nt.dot.state.il.us, or Roy Bieswenger, Illinois Ultralight Advisory Council at (618) 664-9706 or e-mail, roy@easyflight.com.

Registration for the event will be from 8 a.m. to 9 a.m. It is recommended that you arrive early to view the exhibits. Coffee and doughnuts will be available. As in previous years, a catered meal for the noon lunch is planned. This year the headquarters hotel will be the Howard Johnson's Inn & Suites located two miles south of Capital Airport at 1701 J. David Jones Parkway (Rt. 29). The phone number is (217) 541-8762. If you plan to arrive is the night before, make reservations early. Be sure to mention the "Illinois Ultralight Advisory Council" for the special rate. These rooms are held until Feb. 9. Other suggested hotel/motels are: Drury Inn & Suites at 3180 South Dirksen Parkway, phone (217) 529-0171, and the Red Roof Inn at 3200 Singer Ave. (off Dirksen Parkway), phone (217) 753-4302.

aircraft. Even 30 years after the first designs appeared, their futuristic look appeals to aviation enthusiasts. Thousands of aircraft builders have used his plans to construct their own versatile, efficient airplanes. Rutan received EAA's "Freedom of Flight" Award, the organization's highest honor, in 1996.

Dick Rutan earned his pilot's license on his 16th birthday and eventually joined the U.S. Air Force. He flew 325 missions in Vietnam, including more than 100 in a high-risk operation known as the "MISTYS." Rutan was awarded the Silver Star, five Distinguished Flying Crosses, 16 Air Medals and a Purple Heart.

Along with his piloting the Voyager with Yeager in 1986, Rutan partnered with Mike Melvill to fly a pair of Long-EZs around the world in 1997 in another homebuilt aircraft adventure.

EAA AIRVENTURE OSHKOSH is the world's premier aviation event and EAA's yearly membership convention, with an annual attendance of more than 750,000 along with 12,000 airplanes. Annual EAA members receive substantial discounts on admission rates. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or www.eaa.org. EAA AirVenture information is also available through the World Wide Web at www.airventure.org.

SPORTAIR WORKSHOPS FOR RV BUILDERS Those who are building or planning to build one of the most popular kit aircraft in the world now have an opportunity to learn the necessary construction skills from experts during type-specific SportAir Workshops developed by EAA, The Leader in Recreational Aviation.

The RV workshops were created by EAA and Van's Aircraft of North Plains, Ore., to assist builders of the aircraft. The workshops are scheduled throughout the year. During the weekend sessions, Van's Aircraft experts and experienced RV builders will share their knowledge and expertise to make building an RV model a safe and enjoyable experience.

"These EAA SportAir Workshops are a great way for

people interested in RV aircraft to learn exactly what they need to complete and fly a successful project," said Ron Alexander, Director of EAA SportAir Workshops. "Bringing together the resources of EAA and Van's create sessions that are informative, thorough and fun."

Upcoming sessions include:

- Feb. 23-25 Griffin (Atlanta), GA
- Apr. 20-22 Corona (Los Angeles), CA
- May 4-6 Griffin, GA
- Jun. 1-3 Griffin, GA
- Jul. 6-8 Corona, CA
- Aug. 10-12 Corona, CA
- Aug. 17-19 Oshkosh, WI
- Sept. 21-23 Griffin, GA
- Oct. 19-21 Oshkosh, WI
- Oct. 19-21 Corona, CA
- Dec. 7-9 Corona, CA

"There is only one acceptable way to build an airplane - the right way," said Dick van Grunsven, president of Van's Aircraft and designer of the RV Series. "EAA's SportAir Workshops will help you get it right."

Registration fees include all instructional sessions and materials. For more information or to register for any EAA SportAir Workshop, call 800-967-5746 or visit the SportAir web site at www.sportair.com.

EAA PROPOSES KEY CHANGES IN FORMALIZED TEMPORARY FLIGHT RESTRICTION RULES The EAA is proposing several changes to rules regarding Temporary Flight Restrictions (TFRs) that would make them more practical for pilots.

The Federal Aviation Administration (FAA) made the rule proposal as a method of formalizing procedures that had long been a part of the agency's administrative policy. As part of the proposal, FAA specifically defined the events that would be subject to TFRs and also listed the agency's parameters for imposing TFRs in the rule's language. While EAA has no objection to formalizing the TFR policy, such detailed explanation within a Federal Aviation

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

Regulation would cause confusion and be excessively burdensome.

"Under the proposed rule, pilots would have to memorize individual special events subject to TFRs and how FAA determines which special events qualify," said Earl Lawrence, EAA Vice President of Government Programs. "That is simply overkill for two reasons: There are many ways now to communicate TFRs to pilots when necessary, such as NOTAMs and FAA Orders; and narrowly defining special events within a rule means that the entire rule may have to be modified if additional special events qualified for TFR status."

In its official comments to FAA, EAA strongly opposed the rule's language relating to ultralights. The proposal would effectively ban ultralights from any area under Temporary Flight Rules. EAA replied that at many special events where ultralights are scheduled to participate and that section of the rule should be rewritten to allow ultralight participation with certain authorizations.

In addition, EAA urged FAA to develop ways to provide pilots with direct TFR data through current VFR Sectional Charts. Such developments could include a new chart symbol for TFRs; TFR definitions on sectional charts, similar to Special Use Airspace definitions; and placement of TFRs directly over specific event site locations on sectional charts.

"Since we know nearly all the locations where TFRs would be in effect, such information could be included in FAA-generated pilot materials," Lawrence said. "Items such as Airport/Facility Directories, Airmen's Information Manual and sectional charts are effective communication tools, along with the many commercial products on the market."

TECHNOLOGY FOR A NEW MILLENNIUM: DIGITAL COMMUNICATIONS... 2001 is finally here, and while we may not have a moon base or expeditions to Jupiter, we do have some new technology on the horizon that should make flying safer and easier. With the FAA's analog voice communication systems reaching capacity, the next phase of the agency's NEXCOM program (Next Generation Air/Ground Communications) is set to begin operational capability testing this month. NEXCOM aims to jump directly to a

fully digital system, bypassing the more cautious approach underway in Europe, where aviation officials plan to integrate tighter spacing for analog voice frequencies with a digital datalink, only later changing over to total digital. Supporters of the U.S. strategy say significant savings can be realized by skipping a generation in the technology, but others warn that implementing the new system prematurely could have unknown consequences on air traffic control. From AVweb

...PRECISION APPROACHES FOR SMALL AIRPORTS...

UPS Aviation Technologies is working on a GPS-based precision approach system that it expects to be certified later this year, the company announced last week. The UPS equipment uses signals from the FAA's Wide Area Augmentation System (WAAS) in conjunction with GPS technology to provide pilots with vertical and horizontal guidance to the runway without the need for extensive ground-based infrastructure. The system includes a mechanism for ensuring the integrity of the signal, UPS said, which should satisfy the FAA's concerns about the safety of such approaches. If approved, the equipment could make hundreds of smaller airports accessible in instrument conditions. From AVweb

Membership Dues for 2001 remain at \$20.00. Please use the membership renewal form on page 3 and mail your check for dues to Chapter Treasurer Morrie Caudill, 600 W. Melbourne Avenue, Peoria, IL. 61604.



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