



Illinois Valley Beacon

May 2001

Chapter 563

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Breakfast Saturday, May 5th. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. **See you Saturday!**

May Our next Chapter business meeting will be after breakfast on Saturday, May 5th.

Last Month Our Chapter meeting was on Thursday, April 19th, at 7:00 p.m. at our Chapter Hangar.



The meeting was chaired by Treasurer Morrie Caudill. Approximately fifteen members and guests were present.

Dave Wilson of Galesburg was our guest speaker and he was excellent. Dave has a comprehensive slide program on the entire process of building and testing his RV-8.

The project was begun in February of 1998 and signed off by the FAA in September of 2000.

Dave's experience was so rewarding that he is well into his second RV-8 project, with a target for completion in time for the Wright Brothers Centennial Anniversary of Flight on December 17, 2003.

Dave's "Centennial RV-8" will be launched for the first time at 10:35 A.M. on December 17th, precisely 100 years to the minute after the Wright's first flight. We asked Dave to fly his RV-8 over for breakfast and he will be coming on June 2nd.

The "home schoolers" are tentatively scheduled to take Young Eagle flights in May. Volunteer pilots with aircraft please contact Morrie for dates and times.

Hooterville is open so Spring is official.

During a short business meeting we discussed the problem of Chapter officers. Both President Dennis Mellen and Vice President Ric Woldow often travel and are not available during the week.

A motion was made and seconded, after much discussion and several suggestions, to have the next business meeting after the next breakfast on the first Saturday in May, so Dennis may attend.

At that meeting we will discuss and vote on the other suggestions such as: One meeting a month on Saturday evening. A business meeting after breakfast and speaker/entertainment meeting on another day either/or on

another Saturday morning or another weekday night.

Saturday night was not well received by all. Having breakfast and a full meeting on Saturday morning was not very well received.

Two events a month was preferred (breakfast one Saturday and a meeting on another) or (a breakfast/meeting on one Saturday and a speaker/presentation meeting on another Saturday (morning or evening) or another weekday evening.

It was suggested that we have a sign up list where other members would be responsible for arraigning a guest speaker for future meetings, removing that burden from the officers.

Ensign John Gay, photo officer for Fighter Squadron Two (VF 2), shot this image from the 0-10 level weather deck (the uppermost deck on the island) of USS Constellation (CV 64).



An F/A-18 Hornet breaking the sound barrier

It was shot with a Nikon N-90s with a Nikon 70-300 ED zoom lens, using Kodacolor 200 negative film. The camera was set for manual exposure of F/5.6 at 1/1000 of a second. The image was acquired with a single shot, panned from left to right, prefocused at approximately 200-300 yards off the port side of the ship, where the aircraft flew by.

BURT & DICK RUTAN IN 'AVIATION FIRSTS' ACTIVITIES AT EAA AIRVENTURE 2001

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.

"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 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 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.

INTERNATIONAL YOUNG EAGLES DAY JUNE 9

Young people around the world will again have the opportunity to "take to the air" on Saturday, June 9, as the EAA Aviation Foundation hosts its eighth annual *International Young Eagles Day*. The event, the most ambitious, internationally coordinated effort held in conjunction with the Foundation's "Young Eagles Program" each year, seeks to introduce thousands of kids to the world of flight in a single day.



The Young Eagles Program was launched during the 1992 EAA Fly-In Convention at Oshkosh, Wis. Its goal is to provide one million young people with a free demonstration airplane ride by Dec. 17, 2003 - the 100th anniversary of powered flight and the 50th anniversary year of the Experimental Aircraft Association (EAA). Most Young Eagles are flown throughout the year, but International Young Eagles Day brings a special focus to this unique volunteer program.

The goal is to fly one million Young Eagles by the 100th anniversary of powered flight. "While thousands of volunteer pilots and ground support people are dedicated to flying kids throughout the year, International Young Eagles Day is a special time to celebrate on the accomplishments of this program and the difference it has made in the world of flight. As we near our goal, it's exciting to be a part of this program" said Steve Buss, Young Eagles Program Executive Director.

More than 670,000 young people and 28,000 volunteer pilots have already participated in the Young Eagles Program. Those pilots have helped kids gain a new perspective on the world in which they live and the role aviation plays in their everyday lives. The pilots have also become "aviation mentors" and shared their knowledge and experience with a new generation of aviation enthusiasts. The program also brings families out to local airports, where they discover the important resource an airport is to a community.

PHILLIPS 66 SUPPORTS YOUNG EAGLES WITH FUEL REBATES

Phillips 66 Company will again support the EAA Aviation Foundation's Young Eagles Program, which has introduced more than 670,000 young people to the world of flight since 1992, through the company's aviation fuel rebate program. Phillips 66 has renewed its aviation fuel

rebate program every year since 1994 to help ensure Young Eagles meets its goal of flying one million young people by the end of 2003.

The Phillips 66 rebate program is available year-round for individual flights or Young Eagles flight rallies. Eligible pilots who apply can receive a \$1 rebate on each gallon of aviation gasoline used for Young Eagles flights. To qualify, pilots must purchase aviation gasoline at a Phillips 66 FBO with a Phillips 66 credit card. Rebates are available only for purchases of Phillips 66 100LL aviation gasoline. The rebate program had previously been renewed annually.



"Young Eagles has been marvelously successful for the young people, pilots, ground support volunteers and airports involved," said Steve Buss, Executive Director of the Young Eagles Program. "Phillips 66 has been a big part of that success. With the Phillips fuel rebate, pilots can fly more young people. That means more possibilities to introduce aviation to a new generation and, hopefully, more pilots for the aviation industry and for recreational flying."

In 2000, volunteer pilots flew approximately 100,000 Young Eagles, as the program continues to make significant progress toward its goal. The year-long rebate program from Phillips 66 has become increasingly popular as Young Eagles participation includes more pilots and young people.

"We believe the success of Young Eagles is essential because these young people represent the future of flight," said Mark Wagner, Phillips 66 aviation manager. "Phillips 66 strongly supports this program because we want give something back to general aviation. Young Eagles flights have introduced aviation to young people and have made the difference for a number of them who have discovered a new interest and direction through flying. In addition, Young Eagles focuses attention on the necessity of general aviation and the importance of local airports. We enthusiastically offer the Phillips 66 aviation fuel rebates because we believe it helps increase participation in this important program."

Any EAA member, pilot or Chapter, or pilot from partner organizations authorized by the EAA Aviation Foundation, can participate in the rebate program.

Fuel receipts or copies must be mailed, along with a signed statement confirming the fuel was used for the Young Eagles Program, to:

Young Eagles Rebate Offer
Phillips 66 Company
617 Adams Building
Bartlesville OK 74004

Only Phillips 66 issues the fuel rebates, not individual FBOs. Pilots may apply for the Phillips 66 credit card by

calling 1-800-DO-APPLY (800-362-7759) from 9 a.m.-5 p.m. (Central Time) Monday through Friday, or by accessing the Phillips 66 Aviation web site (<http://aviation.phillips66.com>).

BOEING BETS FASTER BETTER THAN BIGGER

SEATTLE — Boeing has decided to put development of its proposed 747X superjumbo on the back burner and instead pursue a new, midsize jet capable of flying very long routes at near the speed of sound. In unveiling an artist's rendition of the eye-catching 20XX model, Boeing Commercial Airplane Group Chief Executive Alan Mulally couldn't resist referring to it as the "sonic cruiser."

Resembling a dart, the proposed model features a sharply angled "double-delta" wing at the rear of the fuselage with twin vertical fins rising from two rear-mounted turbine engines. Two small wings, called canards, extend from the forward part of the fuselage near the cockpit.



Mulally said the airplane will be able to fly 20% faster than existing jet models, at Mach 0.95. That is 95% the speed of sound or roughly 740 miles per hour. It could cut 3 hours off a flight from the West Coast to Europe, he said.

Existing materials, engines, avionics and manufacturing methods will be used. "The real innovation is in the innovative configuration," Mulally said.

He predicted Boeing will introduce the 20XX for about the same cost or even less than the company spent developing the 777.

Analysts peg those costs at about \$7 billion, and they estimate it will cost Boeing \$10 billion to bring the 20XX to market. Deliveries are expected by 2008.

The new jet, comparable in size to a twin-aisle 767, will feature:

- a.. Seats for 100 to 300 passengers
- b.. Range exceeding 9,000 nautical miles
- c.. Cruising altitude of 41,000 feet

In suspending work on the 747X, a stretch version of Boeing's largest model, Boeing abdicated the market for jets with 500-plus seats to Airbus, which is developing the A380. Airbus has 60 orders for the A380; Boeing had none for its proposed 747X. Boeing's new strategy reflects a different outlook in how global air travel will evolve.

"It gets to the heart of what they've been saying about the future of air travel," said analyst Peter Jacobs of Ragen Mackenzie. "The biggest growth will be in long range, point



-to-point service."

Boeing anticipates that airlines will want to fly routes such as Seattle to Singapore, Denver to Shanghai or Los Angeles

to Paris with a fast, midsize jetliner, and that it can sell many more midsize, very fast and very long-range jets than superjumbo jets.

"We've talked to a majority of our customers, and they think the 747 size, the way it is today, is the sweet spot, kind of the center of the big airplane market," Mulally said. "It doesn't sound like they want a lot of real big airplanes. At least that's what they told us, and that's why we're doing what we're doing." **By Byron Acohido, USA TODAY**

May 5 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at Mt. Hawley Airport (3MY).

May 6 - McNABB, IL - Fly-In / Drive-In Breakfast at Harttenbauer Airport.

May 6 - ROCKFORD, IL - Chapter 22, Fly-In Breakfast at Greater Rockford. Airport, Courtesy Aircraft Hangar, 815-397-4995

calendar of events

Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

May 12 - DECATUR, IL - Chapter 274 Pancake Breakfast, 217-795-2393, VanAir65@aol.com

May 20 - KENOSHA, WI - IAC Chapter 8 23rd Annual Fly-In Breakfast, 414-282-3250

May 20 - MT. MORRIS, IL - Chapter 682 and Ogle County Pilots Assoc. Fly-In Breakfast, 815-732-7268

May 20 - ROMEOVILLE, IL - Chapter 15 Fly-In Breakfast at the Lewis Romeoville Airport (LOT), 815-436-6153

June 2 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at Mt. Hawley Airport (3MY).

June 3 - McNABB, IL - Fly-In / Drive-In Breakfast at Harttenbauer Airport.

June 3 - DEKALB, IL - Chapter 241 37th Annual Fly-In Breakfast, 815-895-3888

June 3 - OLNEY, IL - Chapter 1304 and the Olney Area Pilots Assoc. Annual Fly-In Breakfast, rfarris@wworld.com 618-723-2594

June 3 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

June 17 – LACON, IL - Annual Father's Day Pancake Breakfast Fly-In at Marshall County Airport.

June 18 – LACON, IL – Annual Flight Safety Seminar at Marshall County Airport.

July 1 - McNABB, IL - Fly-In / Drive-In Breakfast at Harttenbauer Airport.

July 1 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

July 4 - MT. MORRIS, IL - Chapter 682 and Ogle County Pilots Assoc. Fly-In Breakfast, 815-732-7268

July 4 - MONMOUTH, IL – EAA Fly-In Breakfast

July 7 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at (3MY).

July 24-30 - OSHKOSH, WI - [EAA AirVenture Oshkosh 2001](#)

August 4 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at Mt. Hawley Airport (3MY).

August 5 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

August 5 - McNABB, IL - Fly-In / Drive-In Breakfast at Harttenbauer Airport.

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