



Illinois Valley Beacon

September 2001

Chapter 563

Volume 8 Issue 9

Breakfast

Saturday, September 1st. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. After breakfast there will be a business meeting. **See you Saturday!**



September

Our next Chapter program meeting will be on the second Thursday of the month, September 13th. at 7:00 p.m. at our Chapter Hangar. Our guest speaker will be Joseph P. Fox, Jr. So far Mr. Fox has not divulged what topics will be discussed, but undoubtedly the evening will be very entertaining. Just think of the program as a grab bag from Joe's vast aviation experiences.

Future speakers include: John McIntyre in October: Jim Hooker in November: Jack Frost in January: and Morrie Caudill in February.

Last Month

Instead of our regular second Thursday of the month Chapter meeting, we held our Annual Chapter picnic on Saturday, August 18th, at our hangar at Mt. Hawley Airport. It was a potluck affair, with the Chapter provided the barbecue and beverage. Several dozen members and guests four wheeled it to the hangar and stayed dry while the rain came down.

AirVenture 2001 Stats

According to EAA, this year's official Oshkosh AirVenture 2001 attendance was 750,000. Over 10,000 aircraft were estimated to have flown into the event and the grounds held some 653 homebuilts, 434 classics, 419 warbirds, 389 ultralights/lightplanes, 316 contemporaries, 103 antiques, and 23 aerobatic aircraft. More than 40,000 people stayed at Camp Scholler, with an additional 5,000 in other areas, but it's the 4,800 volunteers who made the whole event possible.

AirVenture's theme was "Aviation Firsts" and there were plenty of those featured during the week. Scott Crossfield, the first person to successfully fly at Mach 2 and Mach 3, was there and spoke at several forums during the week. Bertrand Piccard, part of the first team to circumnavigate the world in a hot air balloon, was present, as was Eileen Collins, the first woman to command a space shuttle mission. Punctuating her attendance with an onsite aviation first: She received a phone call from the International Space Station during an evening program held at the Theater In The Woods. There are so many beautiful airplanes at EAA AirVenture that it seems it would be difficult to chose the best, but



Zeppelin NT over Frankfort

EAA always gives it a go. This year, the 10 Grand Champion Lindy trophies went to: Homebuilt-plans - Henry Foote, Olathe, Kan. (Hatz Classic); Homebuilt-kit - Lyle Hefel, Dubuque, Iowa (RV-8); Antique- Carl Brasser, Brentwood, Tenn. (1940 Piper J-5A); Classic - Steve Hamilton, Carson City, Nev. (Grumman Mallard); Contemporary - James Lynch, Lawton, Okla. (Beechcraft Debonair); Ultralight - Rollie Hatfield, Meridian, Idaho (Ridge Runner); Light Plane - Richard Berstling, Lake Placid, Fla. (Reliance); Rotorcraft - Greg Gremminger, Ste. Genevieve, Mo. (Magni M-16); Warbird-World War II - Kermit Weeks, Polk City, Fla. (P-51C Mustang); Warbird-post World War II - William Scully, Scottsdale, Ariz. (North American T-28B). There was no Grand Champion seaplane chosen this year.

Congratulations to all those who were willing to put in the hundreds or thousands of hours of sweat equity and elbow grease to make their airplanes shine above all the rest!
From: AVflash 7.32a

Galley's Garage Revisited

Last month in these pages ran a story about Cy Galley, chairman of Emergency Aircraft Repair at AirVenture. Galley organizes and manages an extremely well-qualified group of volunteers, who donate some of their time at Oshkosh to fixing what is broken. Emergency Aircraft Repair is operated as a service project of Chapter 75, based in the Quad Cities. Galley has chaired the operation for the last 10, or maybe 15, years. Nobody is sure when he took charge.

Cy is also newsletter editor of Chapter 75, and in that capacity your editor has over the years come to know him as a pretty good fellow. Cy sent me an email suggesting

that our own Neil Pobanz deserves recognition for his work with the Emergency Aircraft Repair service at Oshkosh.

From: Cy Galley <cgalley@qcbc.org>
To: Dennis Mellen <dennis.mellen@mcleodusa.net>
Subject: Re: EAA Chapter 563 August 2001 Newsletter
Date: Sunday, August 05, 2001 9:09 PM

Nice repeat of the Airventure Article. You should have added your member, Neil Pobanz is one of my main stays.

Cy Galley, TC - Chair, Emergency Aircraft Repair, Oshkosh
Editor, EAA Safety Programs cgalley@qcbc.org or
experimenter@eaa.org

\$480 Million Judgment Against Cessna

Last week's decision by a Florida jury to ding Cessna to the tune of \$480 million for allegedly faulty chair railings in a Cessna 185 has raised more than a few eyebrows. The Pensacola, Fla., jury found Cessna liable in the August 1989 crash, in which all three aboard were seriously hurt.

Cessna's lawyers blamed the crash on pilot error -- as did the NTSB final report -- but the plaintiffs' attorneys argued that the seat-latching mechanism was defective, and the seat slipped back suddenly as the pilot was trying to land. Attorney Arthur Alan Wolk was quoted in the Wall Street Journal last week as saying that Cessna "knew the seats could slip, but they never told the pilots that."

The Cessna Pilots Association (CPA) examined the case

in its weekly newsletter, ATIS. CPA noted the following actions by Cessna and the FAA, regarding seat rails: In 1983, Cessna issued a service information letter that called attention to the problem of seat slippage when seat tracks were worn, and called for repetitive inspections with specific dimensional criteria. In 1985, Cessna issued a Pilot Safety and Warning Supplement, a booklet sent to every owner of record of Cessna piston-powered aircraft, which included advice to check the seat tracks for security. In 1987, the FAA issued an Airworthiness Directive with detailed instructions for inspecting the seat-latching system for wear, pin engagement and cracks. In April 1989, Cessna offered free to every Cessna single-engine owner a secondary seat-stop kit that would provide positive retention of the seat in the event that the primary system failed. Owners had to pay for about three hours' labor at a Cessna Service Center to install the free kit.



Cessna's parent company, Textron, of Providence, RI, has vowed to appeal the jury's decision. Although the huge corporation could probably pay the judgment out of its petty-cash box, many in GA fear the verdict could generate uneasiness among those who would invest in the manufacture of small planes. The years of slump that the GA aircraft industry only recently emerged from were often blamed -- rightly or not -- on manufacturers' liability concerns.

Those concerns were allayed, at least somewhat, by the GA Revitalization Act of 1994. If crash victims or their estates can win judgments of nearly a half-billion dollars, we have to wonder how long before other such cases will attract attention from lawyers, and how long before manufacturers and their investors start to squirm and grow reluctant to face all that exposure. From AVflash 7.34b

Heard Through the Grape Vine Last week Mike Tillman successfully test ran the engine on his Cessna 140A. He used a old wooden prop that belongs to Morrie Caudill, by way of Brian Briggerman, for the test. For actual flight, he is looking for a suitable metal prop. Contact Mike if you have such a prop gathering dust and wish to part with it.

Where Two Horsepower Gets You These Days... Some will tell you that the previous non-rocket-powered level-flight world-record holder, the SR-71 Blackbird, is capable of well more than the 85,000 feet it got credit for -- but, whatever it can do, it does with more than 60,000 pounds of thrust ... not 14 two-horsepower motors. Monday afternoon, NASA's Helios solar-powered 247-foot flying wing climbed from the Pacific Missile Range at Barking Sands on Kaua'i to an altitude of 85,100 feet. The 1,557-pound craft took off at 8:48 a.m., but six and a half hours and more than 16 vertical miles later, the aircraft wasn't done. By 4:08 p.m. and with less-than-optimum sunlight, the craft had reached 96,500 feet ... or about 18.3 vertical miles -- roughly where it leveled off. The last 1,240

**HEART OF ILLINOIS
ULTRALIGHTS
FUN FLY**
LOGAN COUNTY AIRPORT
LINCOLN, ILLINOIS

September 15, 2001
EVENTS INCLUDE
SPOT LANDING - BOMB DROP - TORPEDO RUN
FOOD - CAMPING - MOTELS
FOR FURTHER INFO.
Tom Jensen 309 394-2539



Helios

feet took 36 minutes.

The Helios flight was controlled entirely by "pilots" using desktop computers and sitting inside a military vehicle parked near the departure runway -- there were no human bodies aboard the aircraft, and no human bodies controlled the actual takeoff and landing. This is a popular trend these days, and it may soon go much farther. In April, the U.S. Air Force flew its unmanned Global Hawk aircraft from Edwards Air Force Base, Calif., to the Royal Australian Air Force's Edinburgh base in Southern Australia -- nonstop. The 8,000-mile, 23-hour trip went off without a glitch. From AVflash 7.33b

Concorde Could Fly The Concorde could get off the ground within a few weeks, according to a group of British and French officials who have been meeting to decide the fate of the supersonic jet.

According to a statement issued by the group, two certificates allowing two of the jets to fly would likely be issued simultaneously by British and French authorities, probably before the end of August. Subsequent certificates would be issued as modifications are completed on each plane. Stronger tires and Kevlar-lined fuel tanks are among the modifications recommended by Airbus, the plane's manufacturer. The entire fleet of Concorde has been grounded since mid-August last year, following the fatal crash of a Concorde north of Paris that killed 113 people. From AVflash 7.34b

Get Ready Cessna Owners... The FAA has issued an Airworthiness Concern Sheet (ACS) regarding the landing-gear actuators on certain Cessna retractable singles. For now, the FAA is only *contemplating* issuing a proposed Airworthiness Directive that would require inspections of the actuators for cracked housings and the removal of any grinding or file marks. According to John Frank, president of the Cessna Pilots Association, repetitive inspections could also be required.

"The financial impact on owners if such an AD is issued could be enormous," Frank told AVweb. "The inspections alone could cost a couple of thousand dollars, which would be repeated as frequently as every 500 hours. New

actuators, should one be required to be replaced under the criteria the FAA may establish, range in cost from around \$5,700 to over \$8,400. There are two actuators on each aircraft." From: AVflash 7.32b

Aircraft Repair Stations Dodge Bullet For months, owners of aircraft repair stations have hoped for the best but feared the worst, concerned that sweeping FAA changes would drown them in a sea of paperwork and costly new regulations. However, in yet another example of refreshing common sense, the agency has approved a new rewrite to Part 145 that one lobbying group is calling "the finest example of rulemaking to come out of the FAA in years." From: AVflash 7.32a

Who? Me? Frustrated? Naw... Suffering an engine failure and executing an off-airport landing from which all aboard walked away should be enough for one day. Not for the July 21 pilot of a Velocity kitplane. According to the NTSB, the pilot later returned with an ax, "chopped up the airplane," then loaded the parts into his pickup truck and departed the area. From: AVflash 7.32a

What is this Aircraft? A Curtiss-Wright X-19 A great idea, but a pilot's and mechanics' nightmare! Sixteen custom steel, foam and fiberglass composite blades, seven gearboxes just for power, and four more just to rotate the nacelles!

The test pilot said it was the most unstable craft he'd flown in his 30 years of flying! The X-19 last flew on August 25, 1965, having completed 129.4 hours ground running time and a total of 3.85 hours of flight time.



It looks a lot like the V22 Osprey and apparently shares many of the same characteristics!

Joe's RV-4 These are pictures taken several weeks ago at Oshkosh by chapter member Joe Rex of the RV-4 that he built and then sold.

The fellow who built the engine says he's getting 240 horsepower. Joe said "If he pulls this off, my little airplane will be famous!!!"



Byron Smith Memorial Midwest Stinson Reunion, 630-904-6964

September 15 - LINCOLN, IL – Heart of Illinois Ultralights Fun Fly at the Logan County Airport. Contact Tom Jensen, 309-394-2539

September 22 - MT. VERNON, IL - Chapter 1155 5th Annual Little Egypt Fly-In/Veteran's Reunion, 618-244-3303, www.eaa1155.org

October 6 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at Mt. Hawley Airport (3MY).

October 7 - McNABB, IL - Fly-In / Drive-In Breakfast at Harttenbauer Airport.

October 7 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

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

November 4 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

December 2 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

September 1 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at Mt. Hawley Airport (3MY).

September 2 - McNABB, IL - Fly-In / Drive-In Breakfast at Harttenbauer Airport.

September 2 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

calendar of events September 7 - 9

GALESBURG, IL — Stearman Air Show and Fly-In at Galesburg Municipal Airport.

September 9 - DUBUQUE, IA – EAA Chapter 327 Annual Fly In/Drive In Breakfast. Serving from 7:00 a.m. until Noon. Adults are \$4.50, children under 12 yrs \$2.00. Pilots in command eat free.

September 14-16 - WATERTOWN, WI - 17th Annual



2001 Chapter 563 Officers

President: Dennis Mellen, 2333 N. Ellis St, Peoria, IL. 61604, Ph. 682-7890 e-mail dennis.mellen@mclcd.com
 Vice President: Ric Woldow, 1307 S. Lee Avenue, Morton, IL 61550, Ph 263-5522 e-mail woldow@mtco.com
 Treasurer: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 e-mail flyvfr@bitwisesystems.com
 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@mclcd.com
 Technical Advisor: Al Lurie, 605 E. Armstrong Avenue, Peoria, IL. 61603, Ph. 682-1674
 Technical Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729
 Young Eagles: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 e-mail flyvfr@bitwisesystems.com
 Flight Advisor: Jim Hannemann, 1404 Miller St., Washington, IL. 61571, Ph. 444-4062 e-mail hanneman@dave-world.net
 Flight Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729