



Illinois Valley Beacon

October 2001

Chapter 563

Volume 8 Issue 10



God Bless America!

October Our next Chapter meeting will be on the second Thursday of the month, October 11th. at 7:00 p.m. at our Chapter Hangar. Our guest speaker will be John McIntyre.

At the September breakfast a Nominating Committee was appointed to seek out volunteers to serve as Chapter officers in 2002. The committee consists of Ron Wright, Joe Fox and Morrie Caudill.

Positions to be filled include President, Vice President, Secretary, Treasurer, Newsletter Editor and five members of the Hangar Committee. Hangar Committee bylaws state that one member must be a Chapter officer and one member must be a tenant.

A suggestion has been made to combine the offices of Secretary and Treasurer into one position, beginning next year. The Bloomington Chapter and a number of other Chapters have a combined Secretary/Treasurer.

To insure a strong future for our Chapter, it is important that we encourage additional individuals to become involved in leadership positions.

If you interested in taking an active roll in Chapter affairs, please contact one of the members of the Nominating Committee.

Last Month Our monthly meeting was held on Thursday, September 13th, at 7:00 p.m. at our Chapter Hangar. Joseph P. Fox, Jr. was our guest speaker.

EAA Provides Background on Class B Airspace Issue On October 5th. EAA President Tom Poberezny contacted U.S. Secretary of

Transportation Norman Mineta, emphasizing the importance of immediate action to relieve the financial crisis facing businesses within enhanced Class B airspace. Poberezny stressed to Secretary Mineta the importance of speed in addressing the issue of closed airspace for VFR flying, especially as many aviation businesses are suffering crippling losses. From EAA e-Hot Line Vol. 1 No. 26.

Enhanced Class B Airspace Tops FAA Agenda

FAA Administrator Jane Garvey assured EAA President Tom Poberezny in a telephone conversation on Friday morning that the number one item on the agenda for FAA's (Oct. 5) meeting with the National Security Council was resolving the enhanced Class B airspace issue.

The Administrator, who called Poberezny just before the meeting with the National Security Council, also reinforced that workable and results-oriented solutions are the key to opening the enhanced Class B airspace. Political pressure can keep the dialogue going, but solutions are going to get it done.

EAA's recommendations, offered in a letter to Administrator Garvey earlier this week, address NSC's main concerns relating to intent and capability of aircraft.

"EAA has offered security-based recommendations," Poberezny said. "Each day we wait to open enhanced Class B airspace deepens the economic hole that is consuming many general aviation businesses. We must move quickly to ensure the survival of these businesses before it's too late." From EAA e-Hot Line Vol. 1 No. 26.

C-17 at AirVenture 2001 – photo by Guy Snyder



New NOTAMs Reduce Three TFR Areas, Outline Relocation Procedures

The FAA released two important NOTAMs Thursday night that provide relief for GA pilots and aircraft trapped inside restricted areas. First (effective at 12:01 a.m. EDT Oct. 6), the 25-mile temporary flight restriction (TFR) radius in effect around the New York and Washington, DC, was reduced to 18 nautical miles while Boston's TFR was reduced to 15 nm. The second NOTAM outlines procedures for Part 91 VFR aircraft to relocate from these reduced TFR areas around New York, Washington and Boston from Saturday, Oct. 6-Tuesday, Oct. 9. From EAA e-Hot Line Vol. 1 No. 26.

EAA's Class B Airspace Recommendations Now Before National Security Council

EAA has provided FAA Administrator Jane Garvey with specific recommendations for reopening Enhanced Class B airspace to VFR operations. Those recommendations were included during FAA's regular discussions with the National Security Council on this issue. From EAA e-Hot Line Vol. 1 No. 26.

GA Small Business Relief Act Introduced In House

The General Aviation Small Business Relief Act of 2001 was introduced Thursday on the floor of the House of Representatives by Rep. Bill Shuster (R-Penn.). The bill, offered as a remedy to the financial crisis threatening General Aviation (GA)



Vimy at AirVenture 2001 – photo by Guy Snyder

businesses, provides for the following:

* The Small Business Administration (SBA) is directed to provide grants to companies equal to the losses incurred as a result of FAA or DOT orders.

* One-year, no-interest loans can be made by the SBA to qualified companies that have suffered or are likely to suffer as a result of the terrorist acts, after which normal interest and payment rates are in effect.

* The Secretary of Treasury is allowed to extend for 2 or 4 months the due date for certain excise taxes paid by qualifying companies.

"As a result of the Sept. 11 terrorist attacks, this segment of the aviation industry has been grounded significantly longer and was saddled with greater flight restrictions than the larger air carriers," Shuster said. "This in turn has crippled these businesses, many of which do not have access to the guaranteed funding or loans accessible to larger businesses.

Unfortunately, the losses incurred by general aviation businesses do not appear to qualify under any established federal disaster relief law or program.

"We believe that there is a general consensus among Members of Congress that, if they have been directly affected by government actions, they should be reasonably compensated." Shuster estimates the total costs should be well under \$500 million. From EAA e-Hot Line Vol. 1 No. 26.

Ultralight Operations Back to Normal

Throughout the aftermath of the Sept. 11 terrorist attacks and the airspace restrictions that followed, EAA's top priority has been to return general aviation activities to where they were prior to Sept. 11. Another step forward has been taken in that effort, as FAA released a NOTAM that opens all ultralight (Part 103) activities to normal levels throughout the U.S. From EAA e-Hot Line Vol. 1 No.



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26.

Warbird Demilitarization – Military Authorization Bill Heading for Committee

This week, the U.S. Senate approved the military authorization bill, which includes a provision that would allow the Department of Defense to force demilitarization on all surplus military items, including total demilitarization of warbird aircraft.



Next, the (DOT), in particular the Office of the Secretary of Transportation (OST), will review the document before it can be returned to OMB for final assessment. No timetable for publication of the notice of proposed rulemaking (NPRM) was given.

When it's approved by OMB and returned to FAA, the NPRM will be published in the Federal Register, at which time the public can submit their comments on the proposal. EAA will continue to monitor the sport pilot proposal's progress and report any updates as soon as possible. From EAA e-Hot Line Vol. 1 No. 26.

FAA Updates Homebuilt Regulations FAA Advisory Circular (AC) 20-27E, Certification and Operations of Amateur-Built Aircraft, is now available. This AC, which replaces the last revision from more than 11 years ago (June 1990), provides "updated information and guidance concerning an acceptable means, but not the only means, of demonstrating compliance with the requirements for amateur-built or homebuilt aircraft" For more info visit: http://www.eaa.org/communications/eaanews/011004_ac20-27e.html From EAA e-Hot Line Vol. 1 No. 26.

Rocket-powered Homebuilt Logs First Flight

XCOR Aerospace's rocket-powered Long EZ made its first sustained flight at Mojave, California, on October 3. With test pilot Dick Rutan at the controls, the EZ-Rocket climbed to 4,000 feet above ground level at 160 knots indicated. Rutan glided to the Mojave after the rocket motor exhausted its 95-second fuel supply. Mike Melville flew chase in a piston-powered Long EZ.

Rutan made the EZ-Rocket's initial runway test flight using a single rocket motor on July 21, before XCOR exhibited the airplane and its engine technology at EAA AirVenture Oshkosh 2001. Two of the 400-pound-thrust rocket motors powered the extended flight, and XCOR President Jeff Grayson said the test called for 70 percent power. The motor uses nontoxic fuel (liquid oxygen and isopropyl alcohol) and has no environmental restrictions. From EAA e-Hot Line Vol. 1 No. 26.

Cessna Parts Plentiful at Aircraft Spruce

Aircraft Spruce & Specialty has added several new items to its offerings of Cessna replacement parts. Aircraft Spruce stocks American Manufacturing Company's new fuel selector plates for later model 170s and 172s. The lifetime-guaranteed plates are billet-machined, anodized and easy to install. Lord shimmy dampeners are available for about half of the factory issue cost at Aircraft Spruce. The hydraulic fluid-less are designed to last 10 years maintenance-free. Also offered are steel axles, wheels, tires, pants, interior fairings, propellers, avionics, nav-coms and a complete line of



B-17 Aluminum Overcast at AirVenture 2001

The House of Representatives had earlier passed a similar measure that did not include that demilitarization language, so the separate bills now go to a House/Senate conference committee to create compromise legislation.

A number of EAA members have called EAA headquarters asking for clarification on the issue, after reading some reports stating that the demilitarization language had been pulled from the Senate bill. That specific language still remains in the Senate version of the bill as it heads to conference committee.

The Warbirds of America have been continuing the effort to have the final compromise bill reflect the House version regarding demilitarization.

In addition, EAA's Washington Office is working very closely with U.S. Senators to have the demilitarization language removed during the House-Senate conference, and protect historic and popular warbird aircraft. From EAA e-Hot Line Vol. 1 No. 26.

Sport Pilot On The Move Again EAA has learned that the FAA has delivered the proposed Sport Pilot/Light Sport Aircraft Notice of Proposed Rulemaking (NPRM) back to the DOT.

Revisions to the proposal requested by the Office of Management and Budget (OMB) have been made. The revisions relate only to the economic impact parts of the proposal and not other aspects.

hardware and engine accessories. Visit www.aircraftspruce.com From EAA e-Hot Line Vol. 1 No. 26.

NBAA Convention Reset for December

The National Business Aviation Association (NBAA) has rescheduled its 54th annual meeting and convention for Dec. 12-14 in New Orleans. The event, originally scheduled for Sept. 19-20, was postponed due to the terrorist attacks of Sept. 11. It will be held at the Ernest N. Morial Convention Center, with a Static Display of Aircraft at Lakefront Airport. The annual meeting of members, normally held the second day of the convention, will instead be held on Oct. 31 at NBAA offices in Washington, D.C. For complete information, visit: www.nbaa.org. From EAA e-Hot Line Vol. 1 No. 26.

Homestead Miami Air Races Postponed

The tragic terrorist attacks of Sept. 11 have led another organization to call off its event this year. The Organization for Sport Aviation Competition has decided to call off the Miami Homestead Air Races & Sport Aviation Competition and reschedule the event for fall 2002. The event had been scheduled for Nov. 16-18.

The decision was made "in light of current military preparation, economic conditions within the Miami-Dade aviation community, and situations particular to the Homestead site," according to the announcement. Organizers are asking those who planned to attend to consider donating the \$15 admission to their local chapter of the Red Cross or the Disaster Relief Fun in their community. From EAA e-Hot Line Vol. 1 No. 26.

Searching? Are you searching for an Aircraft STC? You can look it up on <http://av-info.faa.gov/stc/>.

Are you searching for an Aircraft AD? Look for it at <http://av-info.faa.gov/ad/AD.htm>.

October 13 - DECATUR, IL - Chapter 274 Annual Chili Day, 217-795-2393

November 3 - PEORIA, IL - EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at



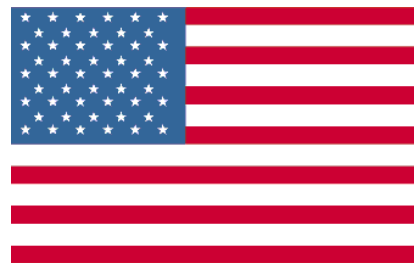
P 51 flown by Tuskegee Airmen at AirVenture 2001
- photo by Guy Snyder

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

calendar of events



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