



Illinois Valley Beacon

February 2002

Chapter 563

Volume 9 Issue 2

Breakfast

Saturday, February 2nd, at the hangar. Coffee is on at 7:30. Come early and help set up. Breakfast served at 8:00.

MEETING

Thursday, February 14th. at our hangar at Mt. Hawley Airport, beginning around 7:00 PM. Come early, Due to security regulations, someone will be at the gate to let you in until 7:15. **See you there!**

Minutes of January Meeting

Submitted by Bill Engel, Secretary

JANUARY 10, 2002

The first meeting of the year was called to order at 7:15 p.m. by our new president, Jerry Pilon. He introduced himself and the Pilon-Tidwell project in the hangar, a Subaru-powered KitFox. He also said that at next month's meeting he would like to have everybody voice an opinion on direction for the future of the chapter.

Secretary Bill Engel said that meeting minutes will continue to appear in the Beacon, but will be recited at meetings only upon request. We agreed with Jim Hooker's suggestion that copies of the Beacon be available at meetings. Outgoing Treasurer Morrie Caudill reported that the December financials were not yet complete, but that we are in good shape. With the present number of tenants, our hangar is breaking even, so pancake breakfasts can just improve the treasury. Our Christmas Luncheon was just \$39 shy of even. New Beacon editor Morrie Caudill is trying to get more members to receive by Email, so as to cut down mailing expense. Also, mailings will be discontinued to members delinquent in their dues.

Please note that the Beacon is not a one-man job: To be really appealing, it needs articles and pictures from the members. Dennis Mellen was praised for his many years of devoted service as editor. There is talk of a static airshow at PIA this year..... Should EAA be there? More on this later.

Tech Adviser Al Lurie reported inspecting a Rans 7 that's near completion. But an FAA budget crunch

could cause builders to encounter problems in getting their final inspection.

The evening program was presented by Al Lurie: it consisted of a video and literature which dispute the official findings on the crash of TWA Flight 800. See Al to borrow the material.

PROGRAM PRESENTERS for 2002

Our program chairman, Joe Fox, presents the following list of presenters for the coming year. They are responsible for arranging the programs for the month listed. Please tell the editor the subject of your presentation as soon as possible.

January- Al Lurie : TWA Flight 800

February- Dr. Bill Rutherford

March- Mike Martiny

April- Jack Frost: Dirigibles and Zeppelins

May- Dewey Fitch

June- Al Phipps

July 23 — AirVenture at Oshkosh

August— Chapter 563 Picnic

September— Bill Engel

October— Steve Bonfoey

November— Jim Hooker

December— Christmas Dinner

LATE BREAKING NEWS

AVFLASH 8.03b

FAA IMPOSES STRICT OLYMPICS NO-FLY RULES...The FAA yesterday announced its final rule for a 45-mile-radius "no-fly zone" over the Winter Olympic Games in Salt Lake City, February 8-24. The Special Federal Aviation Regulation (SFAR) virtually grounds most general aviation operations in the zone for 17 days. Only aircraft "under ATC control" and whose crew members have passed a security check will be allowed into the airspace. Nine Temporary Flight Restrictions over

various venues and the Olympic Village go into effect as soon as January 25. AOPA lamented yesterday that although it pushed hard for procedures to accommodate the needs of local pilots, as well as for VFR transit routes, it has been unsuccessful so far.



...WITH "SIGNIFICANT" ECONOMIC IMPACT...

The SFAR shuts down four public airports for the duration of the Games.

Between 110 and 150 aircraft are based at those airports, according to the FAA. No flight training will be allowed in the zone. Other general aviation businesses that stood to make a bundle off the Olympic crowds will not get to fly: banner towers, hot-air balloonists, and helicopter skiing operators. "We are done during the Olympics; we are grounded," local balloon operator Tom Rathke told KRT Business News. He estimates he will lose \$50,000. In its cost-benefit analysis, the FAA said the SFAR "will have a significant impact on a substantial number of small entities..." Many of those small entities are GA businesses.

FROM THE EAA HOTLINE

EAA To Launch Major Balloon Event June 1-2

The first EAA Family Flight & Balloon Festival will be held on the grounds of the EAA Aviation Center in Oshkosh June 1-2 this year. The family-friendly festival will likely become one of the most spectacular annual events held in the Fox Valley. The event will feature many hands-on activities, flight demonstrations and displays, as well as hot-air balloon competition sanctioned by the North American Balloon Association (NABA). "There is nothing like this anywhere and it makes sense that EAA hosts an event that brings together so many diverse parts of aviation," said EAA Executive Vice President and Chief Marketing Officer Stephan Brown.



Among the activities scheduled for the EAA Family Flight & Balloon Festival are:

- Helicopter flights;

- Tethered hot-air balloon flights;
- Ultralight flight contests;
- Powered parachute demonstrations;
- Vintage aircraft fly-by's;
- Kite construction and flying;
- Hawks, falcons and other birds of prey;
- Building and flying balsa gliders;
- Remote-control aircraft demonstrations;
- EAA Young Eagles flights;
- Hands-on demonstrations/activities;
- More than 100 aircraft on display.

Daily admission rates are \$6 for adults, \$4 for children ages 8-17 and free for those age seven and under. As part of the family-friendly pricing structure, admission to the world-famous EAA AirVenture Museum will be included in the festival's admission rate. A complete schedule of activities will be announced as it is finalized. For information on lodging accommodations and reservations, contact the Oshkosh Convention and Visitors Bureau toll-free at 877-303-9200.

VAA Adds Two Judging Categories, Plus One Year To Contemporary Eligibility

The Vintage Aircraft Association (VAA) board of directors added two new awards - Champion Custom and Runner-up Custom - to be in effect for EAA AirVenture Oshkosh 2002. In addition, the board approved an additional year on the Contemporary judging category, which will now include aircraft constructed by the original manufacturer, or its licensee, on or after January 1, 1956. This means that during EAA AirVenture Oshkosh 2002, aircraft constructed up through December 31, 1966, will be eligible for judging. Each year, the category will then grow by one year — in 2003 the cutoff year will be 1967; in 2004 it will be 1968; and so forth. The VAA judging committee will review the policy on a yearly basis.



On The Flight Line ---

SAIB Issued For TCM Starter Adapter Bevel Gear

Owners and operators of Teledyne-Continental Motors (TCM) models IO-360-C, -CB, -G, -GB and -LB engines have been alerted by FAA Special Airworthiness Information Bulletin (SAIB) CE-02-09 to inspect and replace, as necessary, the starter adapter bevel gear. SAIBs are advisory alerts and not mandatory. Owners and operators of these engines should obtain TCM Service Bulletin SB01-5, which provides instructions for the inspection of the bevel gear. Initial inspection is recommended within the next 25 hours TIS with repetitive 50 hours TIS inspections until the replacement parts (bevel gear P/N 655919 or starter adapter P/N 646220A54) are installed.

Voluntary Crackdowns Could Become Mandatory...

Warning, Will Robinson. FAA "suggestions" on improving flight school security made in the wake of 15-year old Charles Bishop flying a Cessna into the side of a Tampa, Fla., building will probably not be the last word on the subject. The Office of Homeland Security is taking a hard look at what happened and is awaiting recommendations that could become new -- and possibly mandatory -- preventive measures. The FAA was quick to respond to the January 5 suicide crash, calling on flight schools to watch their student pilots more closely, and encouraging everyone at airports to be on a heightened state of alert. As *AVweb* reported last week, other fed suggestions to the schools include: modifying the aircraft if necessary to create an ignition key that is different from the door-lock key; mandating that only the instructor be granted access to said ignition key until the student has passed the pre-solo written test; keeping all pre-solo student pilots under the supervision of a flight instructor at all times, regardless of the student's age; establishing positive identification of every student pilot before every flight lesson; and requiring that all students complete their medical exam before beginning training, to allow a chance to detect a disqualifying mental condition. Still no word about restrictions to ensure the supervised use of inflatable rafts or small boats known to kill sailors and blow holes in large Naval vessels ... and nothing new about trucks/automobiles known to kill marines, federal employees and civilians, and destroy buildings worldwide. new --

and possibly mandatory -- preventive measures. The FAA was quick to respond to the January 5 suicide crash, calling on flight schools to watch their student pilots more closely, and encouraging everyone at airports to be on a heightened state of alert. As *AVweb* reported last week, other fed suggestions to the schools include: modifying the aircraft if necessary to create an ignition key that is different from the door-lock key; mandating that only the instructor be granted access to said ignition key until the student has passed the pre-solo written test; keeping all pre-solo student pilots under the supervision of a flight instructor at all times, regardless of the student's age; establishing positive identification of every student pilot before every flight lesson; and requiring that all students complete their medical exam before beginning training, to allow a chance to detect a disqualifying mental condition. Still no word about restrictions to ensure the supervised use of inflatable rafts or small boats known to kill sailors and blow holes in large Naval vessels ... and nothing new about trucks/automobiles known to kill marines, federal employees and civilians, and destroy buildings worldwide.

EAA Hopes To Make Number 50 Golden

It may be hard to believe, but EAA AirVenture 2002 marks the convention's 50th anniversary. The association is working to celebrate the fiftieth in grand style, but they need your help. The EAA is searching for memorabilia from the very first fly-in held September 12-13, 1953, at Milwaukee's Curtiss-Wright Field. They're looking for photos, home movies, passes, tickets, award ribbons, newspaper articles or any other items you may have packed away. If you were one of the approximately 180 who attended the 1953 convention, EAA would also like you to write your recollections of it and send it to them. They are also trying to locate the 22 aircraft that flew to the first convention to display at Oshkosh. If you think you might have something the EAA would be interested in, contact Susan Lurvey



at slurvey@eaa.org.

Short Final...More from our "Yes, we're hard to please" file:

On a flight near Madison, Wis., a pilot overheard this exchange on the frequency:

Madison Approach: "Cessna 1234, are you direct to Madison?"

Cessna 1234: "We're trying."

Madison Approach: "Cessna 1234, turn right 20 degrees and try harder."

Fifth Annual Mooney Caravan to EAA AirVenture is in the works. Registration

for the flight will begin January 30, and is open to any Mooney pilot flying into Oshkosh.

Because of construction, this year the group will launch from Watertown, Wis., instead of Madison...



This Sums It All Up....

On beyond flight schools: Suicidal jihadians with explosive shoes and armed journalists can still find their way past airport security and onto passenger- and fuel-laden aircraft. At the same time, an aged congressman with a metal hip and an armed Secret Service agent are, respectively, strip-searched and simply not allowed to board. Anyone with the

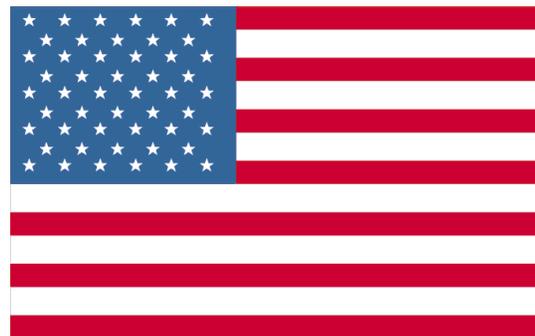
intelligence of a 15-year-old child apparently can steal a light aircraft, fly it through military airspace and slam it into an office building. Fortunately, nobody's seriously advocating the denial of our freedoms as a fail safe solution to protect us from ourselves -- at least not yet. Unfortunately, so long as the insane and foolish continue to kill and die for reasons the rest of us fail to comprehend, so too will the noble and the brave die to protect us. And those who belong to neither group will struggle to walk the line between self- protection and paranoia.

FROM THE MOUTHS OF 5 YEAR OLD CO-PILOTS

IFR is all in your head. When I pick up my grandson and he says, "Isn't it a glorious day grandpa?". It's severe clear the rest of the day.

PARTS IS PARTS

We have room for a few advertisements each month. **FOR SALE**..... Whole or half interest in 1963 Cessna 172E based at Mt. Hawley. Contact Al Jennings 309-692-2007 or Mike Martiny 309-385-2548.



2001 Chapter 563 Officers

President: Jerry Pilon, 110 WindRidge Dr., Washington, IL. 61571, Ph. 745-1139 pilongt@hotmail.com
Vice President: Steve Bonfoey, 4620 W. Heatherwood Dr. Peoria, IL. 61615, Ph. 692-6272 esteban@bwsys.net
Treasurer: Jim Hooker, 217 N. Cloverfield Dr. Chillicothe, IL. 61523, Ph. 274-3940 hookeja@home.com
Secretary: Bill Engel, 7114 N. Willow Bend Pt., Peoria, IL. 61614, Ph. 691-6466 engelwk@mtco.com
Program Chairman: Joe Fox, 19 Northmoor Ct., Morton, IL. 61550, Ph. 265-5195
Newsletter Editor: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 flyvr@bitwisesystems.com
Technical Advisor: Al Lurie, 605 E. Armstrong Avenue, Peoria, IL. 61603, Ph. 682-1674
Young Eagles: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 flyvr@bitwisesystems.com
Flight Advisor: Jim Hannemann, 1404 Miller St., Washington, IL. 61571, Ph. 444-4062 hanneman@dave-world.net
Flight Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729
Flight Advisor: Ron Wright, 616 Kerfoot, East Peoria, IL. 61611, Ph. 694-1527 e-mail wright.ronald1@mcleodusa.net



