



Illinois Valley Beacon

March 2002

Chapter 563 Chartered in 1976

Volume 9 Issue 3

Breakfast

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

MEETING

Thursday, March 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!**

The program chairman for March is Mike Martini and the refreshments provider is Morrie Caudill.

Minutes of February Meeting

Submitted by Bill Engel, Secretary

CHAPTER MEETING - FEBRUARY 14, 2002

The meeting was called to order by President Jerry Pilon. Minutes of the January meeting were approved as printed. Finances were presented by Treasurer Jim Hooker. Tech Adviser Al Lurie noted that due to FAA problems a home builder recently paid a \$600 tab for his final inspection. Membership chairman Don Wolcott and editor Morrie Caudill are putting out a mailer to nearby EAA members who are not chapter members, inviting them to join us. President Pilon put out a signup sheet for bringing meeting refreshments for the rest of the year. Please volunteer. Sam Sisk and Al Lurie were honored for flying ten or more Young Eagles last year. Morrie stated that there is a new agreement between EAA and the Boy Scouts, eliminating some insurance problems, so look for some new Y.E. prospects here. A new lock arrangement for the hangar door is in the offing. After years of officer and tenant changes, the number of keys out there is getting to be a concern. Jerry Pilon will follow up.

Jerry then presented some categories of ideas for the future of the chapter. These included possible programs on safety, weather, insurance, owner-maintenance options, and a chapter build project. Also under consideration - an occasional bigger, advertised breakfast. He has put all this on a large

sheet on the bulletin board and asks that members fill in their ideas there, or contact him. Our speaker for the evening was Dr. Bill Rutherford, recently retired, whose career began with initial flight instruction at age five, continued with a Commercial license, medical school, military and NASA flying, and included a full spectrum of responsibilities at United Airlines. In response to one of many questions, his favorite mount is the 727.

Respectfully, Bill Engel, Secretary

LATE BREAKING NEWS

EMERGENCY AIRWORTHINESS DIRECTIVE ISSUED FOR SOME LYCOMING ENGINES

The FAA on Monday released an Emergency Airworthiness Directive (AD) that requires the replacement of the crankshaft within 10 hours of operation on certain turbocharged Lycoming engines rated at 300 hp or higher. About 400 airplanes -- including but not limited to several Piper models, the El Gavilan EL-1 and the Cessna T-206 -- are affected by the AD. The AD cites 14 reports of crankshaft failures, and applies to engines with crankshafts that were manufactured from March 1, 1999, through December 31, 1999.

From another source:

ANOTHER CRANKSHAFT RECALL -- THIS TIME, IT'S LYCOMING...

At least four crankshaft failures in big turbocharged Lycoming engines -- at least two of them in new Cessna T206H airplanes -- have prompted Textron Lycoming to issue a recall of TIO- and LTIO-540 engines rated 300 hp or higher. Textron Lycoming Mandatory Service Bulletin No. 550 presently applies to about 400 of these engines, identified by serial number. It requires that the affected engines be returned to the Lycoming factory for crankshaft replacement within the next 10 hours of operation, with the cost (including engine removal and replacement) being picked up by Lycoming.

...GROUNDING HUNDREDS OF AIRCRAFT FOR WHO KNOWS HOW LONG...

On Friday, Cessna estimated that 116 T206H Turbo Stationairs are affected by the recall. Other affected aircraft include Piper Aerostar, Navajo, Chieftain and T-1020 twins (including Colemill Panthers), Piper Turbo Lance, Turbo Saratoga and Malibu Mirage singles, and some homebuilts. The failures occurred in crankshafts manufactured from two specific lots of crankshaft forgings, and Lycoming believes that the steel in those lots may have been substandard. Unlike the big TCM crankshaft recalls of 1999 and 2000, Lycoming says that there's no way to test the engines in the field to determine whether their crankshafts are flawed -- all the engines covered by the Service Bulletin must be shipped back to Williamsport for teardown.

...AND IF HISTORY IS ANY INDICATION, IT COULD GET WORSE

Commenting on the Service Bulletin, Cessna Pilots Association Executive Director John Frank asks why Lycoming limited it to turbocharged engines of 300 hp or more, and wonders whether the same problem could exist in lower-horsepower and normally aspirated versions of the IO-540 family that utilize the same basic crankshaft. AVweb readers will remember that during the TCM crankshaft recalls in 1999 and 2000, the initial list of affected engines was expanded several times before the dust finally settled. Stay tuned.

FROM THE EAA HOTLINE

Erik Lindbergh to Follow Grandfather's Epic Flight path

Erik Lindbergh, grandson of Charles Lindbergh, will recreate his grandfather's epic 1927 solo flight across the Atlantic this spring to commemorate its 75th anniversary. The flight, to be done in a Lancair Columbia 300, is being coordinated by the X-Prize Foundation, a St. Louis organization whose aim is to stimulate creation of launch vehicles that will carry passengers into space. "I am making these flights for three reasons," said Lindbergh, EAA# 672161: "To promote the X PRIZE competition and the future of space travel; to support the



development and access to new treatments for rheumatoid arthritis; and to honor the legacy of innovation made famous by my grandfather." Accordingly, the New Spirit of St. Louis flights will benefit the X PRIZE Foundation, the Arthritis Foundation, and the Lindbergh Foundation.

On The Flight Line ---

Meigs Field Agreement Before U.S. Congress

In December, when the announcement was made that Chicago and the state of Illinois had agreed on a regional airport plan that includes keeping Meigs Field open through January 1, 2026, Friends of Meigs Field (FOM) were very optimistic about the future prospects of the "Coolest Little Airport on the Planet." Now the Meigs issue is in the hands of the federal government. Meigs is included in the National Air Capacity Enhancement Act (S 1786/HR 3479), which each contain provision that would keep Meigs open through January 2026. However, the language in the bill allows the City of Chicago to close Meigs Field if the Illinois State Legislature enacts a law requiring it to close, and Meigs opponents have vowed to attempt such legislation in the future. So they're not completely out of the soup yet.

"We are nevertheless tremendously thankful for all of the strong aid and assistance from every quarter during this difficult struggle, and also for the many, many kind words of congratulations and encouragement," said Steve Whitney, President of FOM. "Together we may have farther to go, but we never would have gotten this far without you." www.friendsofmeigs.org

Arkansas Warns Against Using A-B-C Extinguishers For Aircraft fires

The Arkansas Department of Aeronautics reports it is seeing a disturbing increase in the number of Class A-B-C fire extinguishers on airport ramps and airport service vehicles, including fuel trucks. This type of extinguisher poses a severe aircraft damage problem because mono-ammonium phosphate is highly corrosive to aluminum. If used on an airplane, the chemical flows into structural cracks and crevices and can't be washed out as can the dry chemical agents found in B-C type extinguishers.

The aircraft must be disassembled to manually clean the surfaces right down to the rivets. Failure to do so will result in corrosive destruction of the airplane. ADA feels this is a serious education problem that can be solved once communicated properly. Contractors and airport fire departments should only use B-C type extinguishers when dealing with fire around an airplane or the damage caused by corrosion may exceed that caused by the fire.

Wheels?, Ski's?, Slush?



E-mail

-----Original Message-----

From: PWA 1 [mailto:prodigalwings@hotmail.com]

Sent: Friday, February 08, 2002 1:17 PM

To: prodigalwings@hotmail.com

Subject: For experimental aircraft only

Dear EAA Chapter's,

If you have anyone in your chapter that is needing to sell their experimental finished, unfinished or damaged, they are more than welcome to contact us to

place their information with Prodigal Wings.

Anyone that advertises an experimental aircraft with us will receive a free Miss Prodigal Wings gift of their choice.

Also if you have a web site for your chapter we would like to link with you. Our web site is <http://pwacentral.com>

Best Regards,

Jim Rogers

Prodigal Wings Aviation

<http://pwacentral.com>

Be carefull out there.....

Tuesday January 22 8:58 AM ET

Flushed with Anger -- Sky Toilet Horror
OSLO (Reuters) - An American woman had no need to fasten her seat belt on a flight from Scandinavia to the United States after a high-pressure vacuum flush sealed her to the toilet seat of the transatlantic airliner.

The woman filed a complaint with Scandinavian Airlines System (SAS) after her ordeal on a Boeing 767 flight last year. She got sucked in after pushing the flush button while seated, activating a system to clean the toilet by vacuum, the airline said Monday.

``She could not get up by herself and had to sit on the toilet until the flight had landed so that ground technicians could help her get loose," a SAS spokeswoman told Reuters. ``She was stuck there for quite a long time."

HOW TO EXPLAIN ENRON TO YOUR CHILDREN:

Feudalism - You have two cows. Your lord takes some of the milk.

Fascism - You have two cows. The government takes both, hires you to take care of them, and sells you the milk.

Communism - You have two cows. Your neighbors help take care of them and you share the milk.


Totalitarianism - You have two cows. The government takes them both and denies they ever existed and drafts you into the army. Milk is banned.

Capitalism - You have two cows. You sell one and buy a bull. Your herd multiplies, and the economy grows. You sell them and retire on the income.

Enron Venture Capitalism - You have two cows. You sell three of them to your publicly listed company, using letters of credit opened by your brother-in-law at the bank, then execute a debt/equity swap with an associated general offer so that you get all four cows back, with a tax exemption for five cows. The milk rights of the six cows are transferred via an intermediary to a Cayman Island company secretly owned by the majority shareholder who sells the rights to all seven cows back to your listed company. The annual report says the company owns eight cows, with an option on one more.

This would be a good one to catch

Securing the Future of General Aviation




Featuring
AOPA President
Phil Boyer
Admission is Free!!

WEDNESDAY, MARCH 20, 2002
AIRPORT HOLIDAY INN
MOLINE, IL

5:30 – 6:50 PM - Exhibitors
7:00 – 8:15 PM – Phil Boyer
8:20 – 9:30 PM – Social Time/Exhibitors

Sponsored by:



Transportation will be available for those who fly into MLI.
Call 309-765-4891 or visit www.QCAA.org for more information.

Aviation Vernacular (From Plane and Pilot)

Excessna—flying a 206 when a Skyhawk would do

Cumulo Cell Anemia—common in older pilots, who forget where the briefer told them the thunderstorms were

Mooneymaking Idea—oxymoron

Pipercleaner—very small people who stand erect to wash low-wing aircraft

Airmet—when the fly-in is over and everybody's gone home

Sinus Fiction—what pilots discover about manufacturer's claims on the boxes of cold remediars

DeCirrifaction—pulling the airframe parachute

In Pipertuity—flying a Warrior into a 40 knot headwind

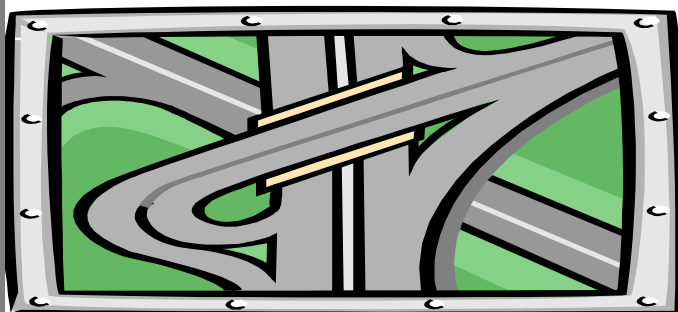
Landing Strip—what you do with your clothes after touching down in Phoenix

Not Justifiable—Italian Air Force terminology for an unairworthy condition

Aeroprostatectomy—removing the wreckage of an aircraft flown by the seat of the pants

Viagraphy—life story of a very old pilot

Turn right at the next exit and taxi to the ramp?



2001 Chapter 563 Officers

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