



# Illinois Valley Beacon

June 2002

Chapter 563 Chartered in 1976

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Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.

Leonardo da Vinci



## Breakfast

Saturday, June 1, at the hangar. Coffee is on at 7:30. Come early and help set up. Breakfast served at 8:00.

**MEETING** Thursday, June 13. 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. Refreshments provider is Bill Engel.

**See you there!**

The program chairman for June is Al Phipps. Al will introduce Roger Stuber who will tell us about his 17 years flying a Cessna 185 in Indonesia, the Western half of New Guinea. Roger flew for a missionary group called The World Team. "Working in Team To Reach a Lost World." He says that in 17 years of flying down there no two days were the same or was not exciting. Sounds like a very interesting talk.

## Minutes of March Meeting

Submitted by Bill Engel, Secretary

CHAPTER 563 MEETING - MAY 9, 02

The meeting was called to order by President Jerry Pilon. Minutes of the April meeting, kindly recorded by Steve Bonfoey, were approved as printed. Treasurer Jim Hooker reported that our finances are slightly ahead of last month, due in part to a very good turnout at the May breakfast. After the breakfast, we flew about 30 Young Eagles. It was

suggested that, at our next YE flight, we invite some media folks to cover it.

Under Project Reports, Jerry noted that the brake master cylinders are now mounted on the KitFox. Members were urged to attend the fly-in/drive-in breakfast at Canton on May 19.

Jerry then discussed plans for our participation at the air show at PIA this weekend. We will man a booth with EAA literature, and will solicit Young Eagle candidates. Those volunteering to help were issued entry passes.

Program presenter for the evening was member Dewey Fitch, who, using AOPA material, covered the uses of GPS for navigation. A door prize, an AOPA videotape was won by Al Lurie.

## Air Show — Boat Show ?

We did go out to PIA on Friday and set up the shelter and moved Gerry and Johns Kitfox out there. Stan Moon from Canton set up a similar shelter that housed his Kitfox. Eric DeLong flew his Ercoupe in for display. All in all we had the beginning of a nice setup for the show. Friday was a beautiful day. Clear blue sky—warm — the Blue Angels flew their routine for some VIP's. Great day.

**AND THEN THE RAINS CAME.**

Gerry, John, and Don Wolcott were out there Saturday morning and they got drowned. The air show management canceled everything about noon time.

When I got out there Sunday morning, the place was a swamp. Everything was wet. There was standing water in the grass. Our Chapter Banner was torn in half by the wind. It

was a mess.

And besides getting hassled by the weather, we were being hassled by the Air National Guard about having "civilian" vehicles within a hundred yards of the KC-135 Tanker parked on Runway 22. It didn't take long for us to all agree to fold our tents and steal away. We took everything down and returned it to the hanger. Gerry and Johns' Kitfox will not be returning to Mr. Hawley. They have room in their hanger at PIA and it will stay there, at least for the summer.

## Look What's In the Hangar Next Door

This beautiful T-6 is sitting in the hangar East of the EAA Hangar along with several de-humidifiers to keep the highly polished aluminum from corroding. Bill Green is the proud owner as you can see in the next picture. He had it down to the Canton Fly-in Breakfast last week and had to leave early because the admiring public were leaving finger prints all over it. Polished metal has a natural need to be touched to be believed.



What a feeling. My chest would be sticking out too.



## Young Eagles

The pilots and owners of the aircraft, shown on page 3, deserve all the credit for flying 24 YE's after our breakfast last month. One more time we sent away happy, smiling, kids and parents. The reward is seeing someone new sharing the thrill we all get whenever we fly. These are the future pilots and/or the people that will help keep the skies "friendly" in the future. Keep



Gerry Peacock

C-172



Charles Dailey C-182



Andy Metzka C-120



John Tidwell C-172



Bill Engel Super Decathlon



Joe Rex C-172



Sam Sisk C-180

## An Interesting Story — Nothing Really Changes

Subject: FW: Boeing Stratoliner 307, insider's story  
Pilots and aviators might especially appreciate this story. Also, there are probably some former Boeing employees looking for work if you know of anything.  
Read on...

Subject: Boeing Stratoliner 307, insider's story

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Accident occurred Thursday, > March > 28, 2002 at  
Seattle, WA

Aircraft: Boeing S-307, registration: N19903

Injuries: 4 Uninjured.

On March 28, 2002, approximately 1305 Pacific standard time, a Boeing S-307 Stratoliner, N19903, registered to the National Air & Space Museum, operated by The Boeing Company, as a 14 CFR Part 91 maintenance and proficiency flight, ditched in the waters of Elliott Bay, Seattle, Washington, following a loss of engine power. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was substantially damaged. The two airline transport pilots and two flight engineers were not injured.

The flight departed from Everett, Washington, and was destined for Seattle, Washington. During an interview, the flight crew reported that the purpose of the flight was for maintenance/systems checks and crew proficiency. The flight departed from Boeing Field (BFI), Seattle, approximately 1230 en route to Everett, Paine Field (PAE). The Captain reported that he made a full stop landing at PAE without incident. The aircraft was taxied back to the runway and the takeoff was initiated. Shortly after lift-off, the number three engine experienced a momentary surge, then normalized. Due to this anomaly, the flight crew decided to discontinue the flight activities and return to BFI. In preparation for landing at BFI, the landing gear was lowered, however, the left main gear did not fully extend. The approach was aborted to orbit the area to try and remedy the situation. The Captain reported that the flight engineer at the radio station, left his station to try and manually hand-crank the left gear down. After a few minutes, the flight crew reported a green (fully extended) light for the left main. The flight then headed back to BFI when a low fuel pressure light was noted for the number three engine followed by a loss of power. The flight crew

feathered the engine when low fuel pressure was noted to the remaining three engines which all subsequently began to lose power. The Captain reported that he did not believe that the aircraft could make it safely to BFI and opted to ditch the aircraft in Elliott Bay near the shoreline. The aircraft impacted the water in a slightly right wing low, level attitude and remained upright. The aircraft remained afloat and all four flight crew members safely exited the aircraft and were rescued within minutes of the accident. (keep reading below)

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And now for the REST of the story..... According to Jerry Janes, who himself just finished talking to his "mole" at Boeing...

Someone in the maintenance department, who was in on the Boeing interview of the pilots afterwards...The story is that these highly trained Boeing test pilots decided they'd take this airplane out for a flight, to do some circuits. They were paying for it themselves, out of their own pockets, so elected to only put \*300 gallons\* of gas in it when they were on the ground at Boeing Field. They were hoping to avoid Galvin Flying's extra \$0.04/gallon by putting more in when they got to Paine Field (where gas was cheaper) to do circuits. Somewhere en route to Paine Field, the fuel situation was driven from their mind, probably because they were having so much fun flying.....so they did circuits at Paine until the #3 engine coughed, then died. They feathered the prop, and decided they should probably land to investigate. They selected gear down, to find that the gear leg under the #3 engine wouldn't lower, because the hydraulic pump needed to do that was powered by the #3 engine (now feathered). So they lowered the gear leg manually, but decided (get this) to fly \*back to Boeing Field\* to park the plane, rather than land at Paine Field. Shortly after making that bright decision, the other engines started failing. No engines were running by the time it ditched, and three of the four props weren't feathered. The kicker here: The Stratoliner's maintenance base is apparently \*at Paine Field\*. Any maintenance to be done would require that it be brought back to Paine Field anyway (or a bunch of equipment moved to Boeing Field). When asked why they wanted to bring it back to Boeing Field, the response was "Well, our cars were at Boeing Field". Someone should have asked where their \*boats\* were. A detail

that may be useful, if you're keeping track in your head:

According to Jerry, these engines, at 30" manifold and 2000 rpm, would burn about 50 gal/hr each in cruise, and would average more like 70-80 gal/hr each if you were doing circuits. Some things that weren't reported in the article below: When they peeled back the interior linings, they found that "it's all twisted at the bulkhead where the spar attaches to the fuselage" (Jerry's words). I didn't think to ask whether Jerry meant that the spar is twisted, the bulkhead is twisted, or what. Jerry said that both main gear legs were both ripped off by the ditching, and were found floating next to the aircraft... I thought I saw one hanging from the engine in the photos that Mark sent the link to, but I could be wrong.

The official explanation to date is that the engines failed due to "air in the fuel lines". I guess that's one way of putting it. My take is that the dipsticks were in the cockpit, and not in the fuel tanks.



Eric DeLong's Ercoupe from Galesburg

## Some Observations Made On Friday, May 10, 2002



Guess Who



Fat Albert



USAToday  
Space shuttle replacement could eliminate pilots  
By NASA/AP

CAPE CANAVERAL (AP) — The replacement for NASA's aging space shuttles may take off like a plane, be propelled by booster rockets that fly back to Earth and, in one of the more radical moves, eliminate pilots.

The reusable space plane, equipped with crew escape and automatic landing systems, would be far safer than the shuttle, officials said Tuesday in unveiling 15 design concepts. It also would be much cheaper to operate, they promised.



The goal is to have it flying by 2012, right around the time the space shuttles should be retiring.

"It's a little bit smaller vehicle so it may not be quite as impressive and loud and energetic maybe as when the shuttle takes off," said Dennis Smith, manager of NASA's \$4.8 billion Space Launch Initiative program. "But it has some pretty neat attributes to it."

For instance, the booster rockets could peel away, turn

around and fly back to the launch site. The shuttle's two boosters parachute into the ocean and are retrieved by ships.

NASA would use slightly different types of its new spaceship to transport astronauts and equipment to the international space station. The commercial industry would use the same system to launch satellites, with military involvement likely as well.

Among NASA's main objectives: to lower the cost of delivering payloads to orbit from \$10,000 a pound on the shuttle to \$1,000 a pound or less, and reduce the risk of a deadly catastrophe from the current 1-in-almost-500 to 1-in-10,000.

The space shuttle lacks a viable crew escape system for launch, something that is crucial if NASA hopes to achieve its desired safety margin, Smith said. "It's very aggressive, there's no question about it," he said. Smith said ejection seats are being considered along with flyaway crew modules. Kennedy Space Center likely would serve as the launch site, although that is not a requirement. Both vertical and horizontal liftoffs are being considered.

The spaceship might be able to double as a space station lifeboat. Pilots may not be needed to take up space station crews, Smith noted.

Over the past year, NASA whittled down the list of ideas from thousands to 15 represented by three industry teams: Boeing of Seal Beach, Calif.; Lockheed Martin Corp. of Denver; and a combined Orbital Sciences Corp. of Dulles, Va., and Northrop Grumman of El Segundo, Calif.

The concepts rely on two-stage rockets, with engines fueled by kerosene, hydrogen or a combination.

NASA plans to settle on two concepts next year. Full-scale development of one of the ships would begin in 2006, with the first flight hopefully in 2012. In case of delays, NASA plans to keep the shuttles flying until 2020.

"We went to the moon in nine years and we developed the shuttle in eight years," Smith said. "Here we are 10 years away and really it comes down to a commitment to get behind the new system."

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