



Illinois Valley Beacon

January 2003

Chapter 563 Chartered in 1976

Volume 10 Issue 1

Happy New Year

First Breakfast of the Year

will be on Saturday January 4 at the EAA Hanger at Mt.Hawley Airport from 7:30 till 9:00.

The First Meeting of the Year- will

be on the following Thursday, January 9, at the hanger at 7:00 P. We do not have a speaker lined up yet. Put your thinking cap on for we will be making a list of program chairmen for the coming year.

We will also be making a list of refreshment providers for the meetings.

Don't forget——Dues are due

If you were a member in 2002, you do **not** have to provide any other information unless there has been a change. Please keep me (your editor) current with your Email address.

If you are a new member or have major changes in your mail address, telephone number, or Email address, include the new info with your dues. The dues for the year are \$20.00.

Mail or give your dues and/or new information, to Jim Hooker, Treasurer. His address is on the back of the newsletter.

Report of December Activities

- DECEMBER 7 -

The annual Christmas Luncheon was held at Fairview Farms. An over flow crowd made the occasion a great success. As usual, the food was very good and it is awfully difficult to stay on the diet when "all you can eat" is on the menu.

The speaker for the event was Wanda Whitsitt who in 1981 started the Lifeline Pilots group. She told us of the trials and rewards of providing free transportation to people who cannot afford to travel a

long distance for medical care. In spite of an exuberant group next door singing carols, Wanda told an interesting, some times humorous, story of this great volunteer group.

-December 12-

Some of us elected to meet on the regular meeting night and we enjoyed drinking coffee, eating donuts, and watching a video produced by the EAA of the Oshkosh fly-in. Unless you spend the entire week up there, you miss a lot of things. Every day has a major theme or event and it is difficult to be in all the right places.

We also watched a second tape of the round the world flight of the Voyager by Dick Rutan and Jeana Yeager. The tape was produced by one of the TV networks. I had forgotten an awful lot about that flight. I have the book written by Phil Patton if anyone is interested in reading it.

Note:

Brian Briggerman has a new Email address. Anyone wishing to contact him Email your Editor and I'll put you in contact.



Now Here Is A Practical Application —

It keeps them from running around the airplane while you are trying to fly.



And You Think You Are Having A Bad Day?



Heck of a place to put a ditch. A small bridge, the width of the nose wheel, would have helped.

Classified Advertising

Submitted by Sam Evans Aviation (217-737-2428)
 Located at Lincoln Airport Note: The Logan Co. identifier has been changed from 3LC to AAA.
 December Specials:
 KR1 Project: Fuselage, wing, and tail spars finished. On the retractable landing gear. \$1000.00 or a reasonable offer. (*He will take \$700*)
 Two each 600 X 6 recapped tires. \$50.00
 Condor Tires in stock, under list price.
 Have slots for two annuals in January. \$500.00 four place, \$400 two place. Note: I worked for a Grumman dealership in the past and would enjoy working on your Grumman type aircraft.

Submitted by Al Lurie:
 For sale: 10,000 watt, 120 volt alternator, with four sheave drive pulley. Four cylinder Continental Engine — similar to Jeep engine — was used to run direct drive 12,000 watt alternator. The two could be combined to make a direct drive system. \$250 for both. (*I need the garage space.*) Also, variac (variable voltage transformer) dim all the lights in your house or use for stage lighting, etc.

Breaking News:

All tenants and employees received a five page letter from our Airport Director, Solomon Balraj dealing with a new ordinance, No. 02-F, establishing rules and regulations concerning access to secured areas of Greater Peoria Regional and Mr. Hawley airports.

It basically says that the secure areas of the airport will be established by the Director and identified by signage. Everyone entering these secured areas will wear an identification badge authorized by and obtained from the Director. "Everyone" is defined as: All Authority employees, tenants, personnel, fixed-base operator personnel, airline personnel, state or federal agency personnel, and any other person receiving access to secured areas. The will recognize GPAA I.D. cards and U.S. Air Carrier I.D.

Anyone violating this ordinance will be fined, upon conviction (*does not say by who*), up to \$1000. There are lesser fines for first, second, and third offenses and loss of all privileges for the fourth.

(more →)

(Airport Security Cont.) It's clear from the letter that the Director has full control of the entire security process. I (your editor) am pretty close to the operation at Mt. Hawley and am not aware of any immediate changes that will effect the EAA Chapter. There is a sentence that says guests can be admitted with approved airport escort. I am assuming at this time there will be no change in the way we are handling our meetings and breakfasts.

This whole thing brings up many questions. I think the ordinance is primarily written for the Regional Airport to control ramp access and other areas that have access to baggage. For instance, someone flying into Mt. Hawley wouldn't be allowed to exit his/her airplane without an escort. We would have to provide curb/ramp service at the breakfast.

-More as it unfolds-

Calendar of Events 2003

January	
4	Chapter 563 breakfast, 8 am
9	Chapter 563 meeting, 7 pm
11	Super Safety Seminar, IL State grounds, Springfield, IL
Fair	18 Aviation Expo 2003, Lewis University, Romeoville, IL
February	
22	Ultra-light Seminar, Il State Fair grounds, Springfield, IL
July	7-9 Aluminum Overcast, Peoria, IL



The AOPA Safety Foundation 2001 Nall Report

Here are a few more numbers from the Nall Report that pertain to accidents in the year 2000.

Single-engine fixed-gear aircraft have more accidents than complex aircraft because they are much more common and are flown more hours.

Low time in type is often a significant contributing factor in accidents. Maneuvering flight and weather accidents accounted for the highest proportions of fatal accidents in both single-engine and multi-engine aircraft.

As aircraft increase in size, minimum flight speeds also increase and that increases the probability of fatalities.

15.5 percent (30 of 193) of all takeoff/climb accidents were fatal. 31.4 percent (16 of 51) were fatal in single-engine retractable-gear airplanes, and 31.8 percent (7 of 22) were fatal in multiengine airplanes.

Maneuvering Flight is the Dominant Factor

This problem in single-engine fixed-gear airplanes resulted in fatalities in 45.8 percent (44 of 96) of these accidents. In single-engine retractable-gear airplanes, 80 percent (8 of 10) were fatal.

Weather Related Accidents have the Highest Probability of Fatalities

In single-engine fixed-gear airplanes, 85.7 percent (24 of 28) or weather related accidents were fatal. In single-engine retractable-gear airplanes, 94.1 percent (16 of 17) of weather related accidents were fatal and 100 percent (4 of 4) of weather related accidents in multiengine airplanes resulted in fatal injuries.

Landings Account for the Highest Number

Of total accidents, while accounting for the lowest number (4 of 400) of fatal accidents. Lower speeds at the time of collision and the fact that the mishap occurred on or close to a runway, with few obstacles .

"It is inaccurate to say that I hate everything. I am strongly in favor of common sense, common honesty, and common decency. This makes me forever ineligible for public office."

-H. L. Mencken

These are actual exchanges between airline pilots and a control tower.

Unknown Aircraft: "I'm f - -ing bored."

Air Traffic Control: "Last aircraft transmitting, identify yourself immediately."

Unknown Aircraft: "I said I was f - -ing bored, not f - -ing stupid."

O'Hare Approach Control: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, eastbound."

United 329: "Approach, I've always wanted to say this—I've got the Fokker in sight."

The controller working a busy pattern told the 727 on downwind to make a three-sixty.

The pilot of the 727 complained, "Don't you know it costs us two thousand dollars to make even a 180 in this airplane?"

Without missing a beat the controller replied, "Roger, give me four thousand dollars worth."

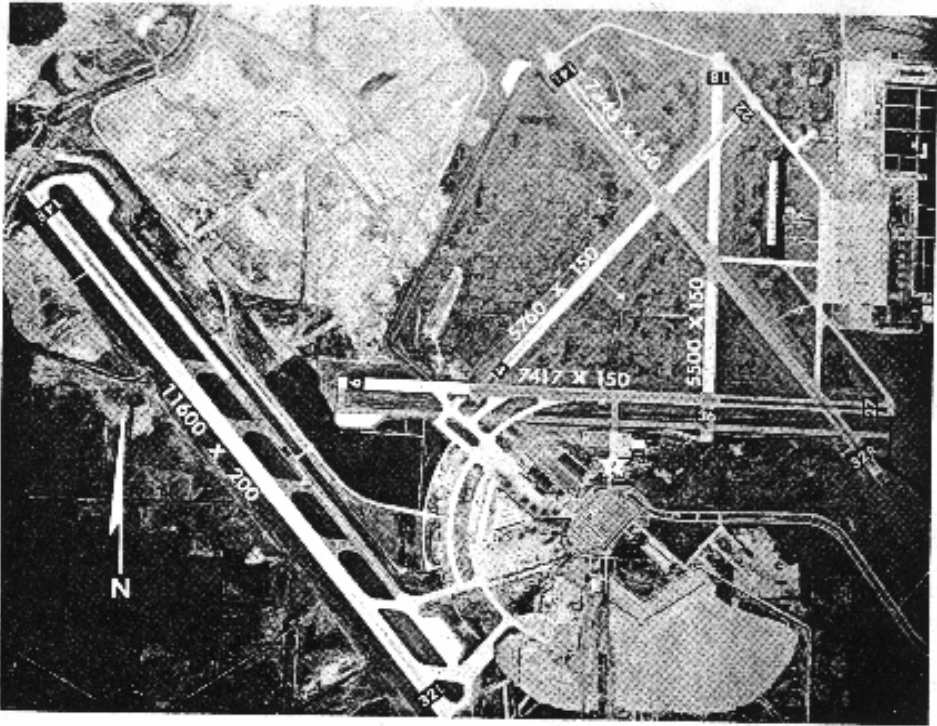
If The Name Was Covered Up, Could You Identify This Airport?

Can you imagine O'Hare with a VORTAC. Weather by teletype. Meals: Yes.

CHICAGO INT'L APT. - O'HARE FIELD
Elevation: 666'
From City: 3 mi. W of Park Ridge
Operator: Skymotive, Inc.
H.A.L. NA 5-7000
Manager: Ralph K. Heinze

Landing Pattern: Tower Control
Runway Surface: Hard Surface
Lighting: Yes
Telephone: Mgr. - NA 5-5280
Oper. - NA 5-6969
Repairs: Yes
Fuel: 80/87, 91/98, 100/130, 115/145,
Turbine 540
Weather Service: Teletype at Skymotive
Phone Gladstone 1-1777
Meals: Yes
Remarks: Tower Control
LF Xmits 332 Kc - 3023.5
VHF Xmits 118.1, 121.5, 119.0
Ground Control 121.9
Tower Phone Chicago - Gladstone
5-5549
H.S. available 14 L & 14 R
GCA available

RADIO FACILITIES
Facility Name:
Brng Dist Freq Ident Code
LDM 138° 6.4 394 DR ---
VOR (NONE)
TVOR DECOMMISSIONED
VORTAC 116.6 Mc



CHICAGO INTERNATIONAL AIRPORT - O'HARE FIELD

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