



Illinois Valley Beacon

February 2003

Chapter 563 Chartered in 1976

Volume 10 Issue 2

Breakfast- will be on Saturday February 1 at the EAA Hanger at Mt. Hawley Airport from 7:30 till 9:00.

Meeting - will be two weeks later on Thursday, February 13, at the hanger at 7:00 P. Your newsletter editor will be the speaker for the evening. He will review the year 2000 and high lights of the newsletters pervious to that. Bring a friend.

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.

Secretaries Report for

- January -

MINUTES- January 9, 2003 meeting
The meeting was called to order by President Jerry Pilon at 7 pm in the Chapter hangar.
Minutes of the last meeting were approved as printed in the Beacon. Finances, reported by Treasurer Jim Hooker, were also approved. Thirty-five members have paid their 2003 dues.
Jerry reminded everyone that local members are required to be national EAA members.
Beacon editor, Morrie Caudill noted that some members are having difficulty receiving their newsletter by Email due to its large size. If you are one of these, let Morrie know, and he will send it to you without pictures, thus cutting the size.
On projects, Jerry reported that the Kitfox instrument

panel is taking shape, with help from Morrie. Jerry asked for volunteers to arrange the monthly meeting programs and to schedule meeting refreshments.

Airport security issues were discussed at some length. It appears that the first letter from the GPAA director was somewhat overstated, that some items will not apply to Mt. Hawley airport, and that further modifications for GA pilots may be coming.

It was pointed out that the Prairie Air Show, featuring the Air Force Thunderbirds, will be at PIA on the weekend of July 5 & 6.

The EAA Aviation Foundation's B-17, "Aluminum Overcast" will be in Peoria Monday, July 14 through Wednesday July 17. We questioned EAA HQ about the possibility of rescheduling to the 5 & 6, but they said, in their experience, it works out better not to combine with other events. HQ will provide some advance publicity, but to assure the greatest benefit to our chapter, we will need to publicize too. Chapter volunteers will be essential to make the event successful.

Young Eagles coordinator Morrie advised that we tentatively have a YE flight on March 1. Bill Engel volunteered to check into getting the EAA Spirit of St. Louis replica to visit Mt. Hawley sometime this year.

Program presenter for the evening was Jerry Peacock. He covered aircraft engine ignition systems, and a little on batteries as well. The enthusiastic participation of the audience testified to their appreciation of his efforts.

Respectfully submitted, Bill Engel, Secretary

Good judgment comes from experience, and a lot of that comes from bad judgment.

Pissing Contest

We have all been present at one of these and probably participated in it. It's very difficult not to participate.

You know how it goes. Three or four guys are sitting around a table at the local FBO and one says, "Boy, I made the shortest landing yesterday. I made the first turn-off." And the next guy says, "That's nothing, I turned off at the end of the runway where you hold short." And the last guy ends up so short he lands in the next county. And then the subject changes to tail winds and ———well, you know how it goes.

I think this is the ultimate pissing contest:

SR-71 Tales...(from Guy Synder)

In his book, "Sled Driver," SR-71/ Blackbird pilot Brian Shul writes:

I'll always remember a certain radio exchange that occurred one day as Walt (his backseater) and I were screaming across Southern California, 13 miles high. We were monitoring various radio transmissions from other aircraft, as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its ground speed. "90 knots" Center replied.

Moments later, a Twin Beech required the same. "120 knots," Center answered.

We weren't the only ones proud of our ground speed that day.. as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests ground speed readout." There was a slight pause, then the response, "525 knots on the ground, Dusty".

Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my backseater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. "Center, Aspen 20, you got a ground speed readout for us?"

There was a longer than normal pause...."Aspen, I show 1,742 knots."

No further inquiries were heard on that frequency

Breaking News Continued:

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

Follow-up: The mailing of the new ordinance obviously generated many questions from the PIA T-hanger area and Mt. Hawley tenants. A follow-up letter was received shortly after explaining that Mt. Hawley was not included but the PIA T-hangers were. It also said that new security rules and procedures for the PIA tenants would be worked out with the *effected* tenants prior to establishing those rules.

If you are a PIA tenant and attend a rule making meeting, keep in mind the Chapter members that still have keys for the gas pump at PIA and those of us that fly in for maintenance or business with Mack and Jean. Keep the Chapter informed.

I inquired at North Point Aviation about Chapter 563 members obtaining gate passes. The answer I got was mixed. In the past there have been many passes sold (\$5.00) to non-tenants and many are outstanding to unknown people (i.e. businesses bought multiple passes for employees). The general feeling is that the airport director will change the system soon in the direction of more security and until then no more should be sold to non-tenants.

Every takeoff is optional. Every landing is mandatory. Learn from the mistakes of others. You won't live long enough to make all of them yourself.



Calendar of Events 2003

February		
	1	Chapter 563 Breakfast
	13	Chapter 563 Meeting
	22	Ultra-light Seminar, Il State Fair grounds, Springfield, IL
March		
	1	Chapter 563 Breakfast and Young Eagle Event
	13	Chapter 563 Meeting
April		
	2-8	Sun and Fun
	5	Chapter 563 Breakfast
	10	Chapter 563 Meeting
May		
	3	Chapter 563 Breakfast
	15	Chapter 563 Meeting
June		
	7	Chapter 563 Breakfast
	12	Chapter 563 Meeting
July		
	7-9	Aluminum Overcast, Peoria, IL
	5	Chapter 563 Breakfast
	10	Chapter 563 Meeting



Lettin' the cat out of the bag is a whole lot easier than puttin it back in.

The Squeaky Wheel

This is the 'grease' I received after sending an Email to Time Magazine complaining about an advertisement that showed several tied down Cessna aircraft in the foreground and a nuclear plant in the background. The caption said, "In the past we only had to worry about environmental problems."

I am writing to acknowledge your e-mail concerning the TIME ad that ran in the December 23 issue of TIME magazine, depicting an airport runway, two small aircraft, and two towers of a nuclear power facility.

The ad was intended to illustrate how dramatically Americans' perceptions have changed since September 2001. Before that date, the juxtaposition of an airport runway and a nuclear facility would not have raised an eyebrow. But since September 11, even the most commonplace images have the power to provoke us to see things differently.

The ad was not intended to suggest that small aircraft pose a particular danger to our national security, or that a small aircraft could in any way penetrate a nuclear tower. TIME regrets any inference to the contrary that may have been taken by general aviation pilots.

Out of respect for the general aviation industry, TIME has removed this ad from its media schedule.

Thank you for your comments.

Eileen Naughton
President, TIME Magazine

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I think the Chapter as a whole is owed this apology and I consider you all "addressees." (your editor)

Subject: 4 feet, 8.5 inches Does the statement, "We've always done it that way" ring any bells...?
 The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates built the US Railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing. Okay! Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts. So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since. And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. The United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for

an Imperial Roman war chariot. And bureaucracies live forever. So the next time you are handed a spec and told we have always done it that way and wonder what horse's ass came up with that, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses. Now the twist to the story...When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses behinds. factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses behinds. So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a Horse's ass. And you thought being a horse's ass wasn't important.

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

DECATUR - MUNICIPAL
 Elevation: 897'
 From City: 4 mi, East of Decatur
 Operator: FFA's Flying Service
 Manager: Larry Chandler - Decatur
 -Parks District
 Landing Pattern: 1.4-1.600'
 Runway Surface: Concrete
 Lighting: Yes, Beacon
 Telephone: 408-8678 (number effective
 7-1-83)
 Registered: Yes
 Fuel: 80/87, 91/94, 100/130
 Weather Service: Unavailable by
 Phone-Springfield LA 3-5512
 Meals: Yes
 Remarks: In town 122.3
 CTRIA Airlines
 VOR JCGW DEC. 3487 - 1.7 S. miles
 to field. No approved approach.

RADIO FACILITIES
 Facility Name:
 Brqg Dist Freq Msl Code
 LF (7034F)
 VOR (8094F)

DECATUR - MUNICIPAL



Nice 150

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