



Illinois Valley Beacon

April 2003

Chapter 563 Chartered in 1976

Volume 10 Issue 4

Breakfast- will be on Saturday **April 5** at the EAA Hanger at Mt. Hawley Airport from 7:30 till 9:00. We will have a Young Eagle Event at 9:00, right after breakfast. Due to the security rules we must do the flying from the front yard of the FBO. We need a few volunteers to take a table and some chairs up there and help with the paper work and shuttle the kids back and forth to the planes.

Meeting - will be one week later on Thursday, **April 10**, at the hanger at 7:00 P. The program for this meeting will be a report on Sun and Fun by four members who will spend three days there this week.

Secretaries Report

MINUTES - MARCH 13, 2003 MEETING

The meeting was called to order at the Chapter hangar by Vice President Steve Bonfoey.

Minutes of the February meeting were approved as printed in the Beacon.

Finances were approved as presented by Treasurer Jim Hooker. He reports 48 paid members.

In answer to a question, kids from ages 8-17 are eligible for Young Eagles. YE Coordinator Morrie Caudill is working on a flight for April 5.

Regarding projects, Morrie said there is progress on the Kitfox panel. They have found some excellent references on the subject. Also Bill Engel reported visiting Dave Skinner's biplane project. The plane has been completely assembled, but is apart again for some detail work before covering.

The evening's program was presented by lifetime Chapter member Howard Brooksbank. Using a variety of memorabilia, he described his military flying experiences in the Korean War era. Among his mounts were the C46 and B25, but his favorite was the C119. We will invite Howard to share more of his experiences at a later date.

Respectfully submitted, Bill Engel, Secretary

I received this article from Bill Rutherford. It's worth printing in its entirety.

Air Line Pilot January 2003

FROM THE ARCHIVES

1917 Safety Tips

The following safety tips from the Daedalian Foundation are excerpts from a Royal Flying Corps monthly safety report of December 1917. The report was signed: C. St. JohnCulbertson, Royal Flying Corps Colonel, and was dated Dec. 21, 1917,

Introduction

Another good month. In all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November, during which 84 accidents occurred, of which 23 were avoidable.

This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units.

Resume of accidents

Avoidable accidents

1. There were six avoidable accidents this last month.
 - a. The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook.
 - b. A B.E. 2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer, who was signaling to the gunners.
 - c. Another pilot in a B.E. 2 failed to get airborne. By an error of judgment, he was attempting to fly at mid-day instead of at the recommended best lift periods, which are just after dawn and just before sunset.
 - d. A Longhorn pilot lost control and crashed in a bog near Chipping Sedbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 mph between top speed and stalling speed.
 - e. While low flying in a Shorthorn, the pilot crashed into the top deck of a horse-drawn bus near Stonehenge.
 - f. A B.E. 2 pilot was seen to be attempting a banked turn at

a constant height before he crashed. A grave error by an experienced pilot.

Unavoidable accidents

2. There were 29 unavoidable accidents from which the following are selected:

- a. The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.
- b. Sixteen B.E. 2s and 9 Shorthorns had complete engine failures. A marked improvement over November's fatigue.
- c. Pigeons destroyed a Camel and 2 Longhorns after mid-air strikes.

Cost of accidents

Accidents during the last 3 months of 1917 cost 317 pounds 10 shillings sixpence—money down the drain and sufficient to buy new gaiters and spurs for each and every pilot observer in the Service.

Accident briefs No. 1 Brief

No. 912 Squadron 3 December 1917

Aircraft type-B.E 2C, No. XY 678

Total solo-4.20

Pilot-Lt. J. Smyth-Worthington,

Solo in type-1.10

The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet. This resulted in the aeroplane entering an unprecedented maneuver, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot

was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machine's altitude and, by skillful manipulation of the flying wires, successfully side-slipped into a nearby meadow.

Remarks: Although, through inexperience, this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage has earned him a unit citation. R.F.C. Lundsford-Magnus is investigating the strange behaviour of this aircraft.

No. 2 Brief

No. 847 Squadron

19 December 1917

Aircraft type-Spotter Balloon J17983

Total solo-107.00

Pilot - Capt. ***

Solo in type-32.10

Capt. *** of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion, and the balloon carried out a series of fantastic and uncontrollable maneuvers while rapidly emptying itself of gas. The pilot was thrown clear and escaped injury as he was lucky enough to land on his head.

Remarks: This pilot was flying in full-dress uniform because he was the Officer of the Day In consequence, it has been recommended that pilots will not fly during periods of

duty as Officer of the Day Capt. *** has requested an exchange posting to the Patrovifle Alps, a well-known mule unit of the Basques.

No. 3 Brief

Summary of No. 43

Brief dated October 1917

Major W. de Kitkag-Watney's Nieuport Scout was extensively damaged when it failed to become airborne. The original Court of Inquiry found that the primary cause of the accident was carelessness and poor airmanship on the part of a very experienced pilot.

The Commandant General, however, not being wholly convinced that Major de Kitkag-Watney could be guilty of so culpable a mistake, ordered that the Court should be reconvened.

After extensive inquiries and lengthy discussions with the Meteorological Officer and Astronomer Royal, the Court came to the conclusion that the pilot unfortunately was authorized to fly his aircraft on a day when there was absolutely no lift in the air and could not be held responsible for the accident.

The Court wishes to take this opportunity to extend its congratulations to Major de Kitkag-Watney on his reprieve and also on his engagement to the Commandant General's daughter, which was announced shortly before the accident.

Flying safety tips

Horizontal turns

To take a turn the pilot should always remember to sit upright, otherwise he will increase the banking of the aeroplane. He should NEVER lean over.

Crash precautions

Every pilot should understand the serious consequences of trying to turn with the engine off. It is much safer to crash into a house when going forward than to sideslip or stall a machine with engine troubles.

Passengers should always use safety belts, as the pilot may start stunting without warning. Never release the belt while in the air, or when nosed down to land.

Engine noises

Upon the detection of a knock, grind, rattle, or squeak, the engine should be at once stopped. Knocking or grinding accompanied by a squeak indicates binding and a lack of lubricant.



It's That Time Again

We have had the winter off, that is, the Chapter has been having a good time with good speakers, breakfasts, and dinners but with the arrival of good weather we have to go back to work. I'm referring to Young Eagles. The major obligation we have to the general public in this area is to support the Young Eagle Program. The goal of one million kids flown will be reached by the end of this year. Who would have thought that this was remotely possible in 1992. We have the potential for 35 or more kids to fly after breakfast April 5th. If four or five of you pilots are available, we can get it all done in about two hours with each of you making about three trips. Please mark your calendars.

CHECK THE CALENDER

The Spring Pot Luck at Marshall County Airport on April 6, 2003 is a nice event you don't want to miss. Bring a covered dish and table service, the meat, potatoes, and beverage are furnished. The speaker will be Roger Stuber, who you may have heard at one of our meetings last year. He had a very interesting experience flying in the Indonesian jungle for 17 years. He carried everything from naked natives to cows and alligators. Come out and enjoy a nice evening.

It Was A Normal Wednesday At AAA (Logan County)

Beautiful sunshine, a little windy, seven or eight airplanes, and as many cars. There was standing room only in the upstairs meeting room but the coffee was hot and the doughnuts and conversation were plentiful. This group is the old Hooterville crowd that was displaced by the fears of liability by the owner of the Hooterville facility.

Liability is a funny thing. Always a threat, very seldom a reality, but we all insure for/against it and perceive it as a real threat. It's job security for the insurance companies and lawyers and the way law suits and juries are today, it definitely is a threat. I don't fault the owner for asking us to not fly in there any more. It was such a unique place and its popularity was its downfall.

Anyways, there were four Cessnas, a Cub, a Chero-

kee, a Swift, and a Tailwind there this morning.



Calendar of Events 2003

April

- 2-8 Sun and Fun
- 5 Chapter 563 Breakfast and Young Eagle Event
- 6 Spring Pot Luck at Marshall County Airport
- 10 Chapter 563 Meeting
- 26-27 Charley Wells Pancake Breakfast, Capital Airport, Springfield, IL

May

- 3 Chapter 563 Breakfast
- 15 Chapter 563 Meeting
- 16-18 Midwest Aeronca Fest, Kewanee, IL
- 18 Airport Day Flyin, Ogle County, IL

June

- 1 Pancake Breakfast, Olney, IL
- 7 Chapter 563 Breakfast
- 12 Chapter 563 Meeting

July

- 5 Chapter 563 Breakfast
- 10 Chapter 563 Meeting
- 15-17 Aluminum Overcast, Peoria, IL
- 23-29 EAA Airventure Oshkosh

This article was submitted and verified by Bill Engel

IT IS ALL ABOUT HOW YOU TREAT THE PROTECTORS OF OUR LAND.

I assume you have all seen the reports about how Sears is treating its reservist employees who are called up? By law, they are required to hold their jobs open and available, but nothing more. Usually, people take a big pay cut and lose benefits as a result of being called up...

Sears is voluntarily paying the difference in salaries and maintaining all benefits, including medical insurance and bonus programs, for all called up reservist employees for up to two years.

I submit that Sears is an exemplary corporate citizen and should be recognized for its contribution. I suggest we all shop at Sears, and be sure to find a manager to tell them why we are there so the company gets the positive reinforcement it well deserves.

Dues are Past Due

Well folks, those of you that have not joined the Chapter by paying your 2003 dues (\$20.00) will be dropped from the mailing list. I probably won't change the Email list since there is no cost to the Chapter for Email. But, I can't continue to send the printed issues. The Chapter dues make up our operating budget. The cost of printing and mailing the newsletter is the largest expense we have. Of course there isn't much left to make any capital improvements. We really need to improve the kitchen area with cabinets and the library shelves hardly do the job. Those of you that are still on the fence, send your dues to Jim Hooker and be an active part of a good organization. You only go around once.

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

CHICAGO — MEIGS FIELD
Elevation: 500'
From City: Chicago Lake Front
Operator: Butler Aviation
Manager: Tom Cuseck
Landing Pattern: Tower Control
Right Traffic Runway 36,
Runway Surface: Bituminous
Lighting: Yes. REIL, Runway 36
Telephone: Mgr. AC 312, 744-4787;
Operator, Butler Aviation 922-5454
Tower WE 9-2303
Repairs: On request
Fuel: 80/87, 100/130, Turbine "A"
Weather Service: Phone Chicago—
AC 312, 686-2155. Teletype, direct
line to Joliet FSS
Meals: No
Remarks: All traffic over lake. No student
flying permitted. Tower receives 122.3,
transmits 121.3. G.C. 121.9. MERRILL C.
MEIGS FIELD WILL BE CLOSED TO AIR
TRAFFIC UNDER THE FOLLOWING WIND
CONDITIONS: 1. Winds 90 degrees to run-
way with a velocity of 25 mph. Closed to
all aircraft weighing 1500 lbs. or less.
2. Winds 90 degrees to runway with a
velocity of 20 mph, and/or gusts above 20
mph. Closed to all single engine aircraft
except those equipped with bi-cycle or
caster gear. 3. Winds 90 degrees to run-
way with a velocity of 25 mph. Closed to
all aircraft. VFR minimums 1000 — 1.5
miles. Two-way radio required. Allowed
from 6 A.M. to 12 midnight. Use runway
and taxi strips only. SERVICED BY: Butler
Aviation, Butler Aviation monitors traffic
and messages on 123.0 mc for customers
(commercial). RADIO FACILITIES — NONE.
Union 123.0. Commair Airlines. Ong
Airline.



We are all familiar with this airport. I've personally flown from this strip many times on my flight simulator. I counted nearly 100 aircraft, in this picture, parked or tied down on the field. I hope you can magnify the picture enough to read the fine print. This was taken 35 years ago. That doesn't seem like very long ago when I am two times that old. My grandson makes remarks like, "That was the best time I had in my whoooooo life." He is only six years old. Makes you think doesn't it.

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