



Illinois Valley Beacon

December 2003

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Are You Ready? The Fat Lady is Singing

It seems like I'm still digesting Turkey as I write this. The Santa Claus Parade and the Festival of Lights has taken place. Christmas is just around the corner. Kyle, my grandson, has written and mailed his letter to Santa. He's seven and I doubt he will be doing it next year. The fat lady sings for everyone, not just us old guys.

Chapter 563 has had a good year. We have given many young people an introduction to flying, and the international goal of one million was accomplished earlier than I expected. An Illinois boy at that. The Chapter is solvent and has a healthy core of active members although, that part of the Chapter (active members) could stand to get a little fatter.

The end of the year is the time to look back and learn from our mistakes and look forward and plan on making many more. I support the philosophy that it's better to do something wrong than to do nothing. At least, hopefully, I will learn something.

With that idea in mind, do something right and come to the Chapter 563 Holiday Luncheon at Wild Life Prairie Park and end the year on a note of good cheer with your friends. If you haven't done it yet, call Dave Cook or email him at oldflyer76@msn.com

Lets start December with Lunch at Wild Life Prairie Park on Dec. 6. If you figured out there will not be a breakfast on that day you are right.

The entertainment for the event will be a trio called Nine to Five who will sing Christmas Carols and other selections followed by Captain Charles Cafaro, a pilot with South West Airlines for 25 years. Captain Cafaro will relate some of the many experiences of his career. If you have not made your reservation, call Dave Cook now, only a few seats left.

The December monthly meeting will take place on the 11th, which is the second Thursday, in the EAA Hanger at 7:00 PM. Please be prompt due to the problem with letting non card carrying members in the security gate.

Among other things this will be a planning meeting to set dates for the coming year.

Secretaries Report

CHAPTER MEETING - 13 NOV 2003

The meeting was called to order in the Chapter Hangar by President Jerry Pilon. Minutes of the October meeting were approved as printed in the Beacon. Finances reported by Treasurer Jim Hooker were approved as presented. It was agreed that our CD coming up be renewed for one year.

Dave Cook reported the latest on plans for the Christmas Luncheon, which will be held at Wildlife Prairie State Park, at noon Saturday, December 6. Dave will prepare a flyer giving all the details, and asks that everyone get their reservations in by the deadline.

Al Lurie gave a progress report on his gyrocopter project. He is currently looking into the best arrangement for the driveline. Jerry Pilon reported progress on the Kitfox wiring, with Morrie Caudill's aid. Jerry and Morrie flew to a breakfast put on by the Bloomington Chapter and were very impressed by the way they do things over there. Afterward they flew to Rushville to see a CFI with a Kitfox, who offered to give Jerry dual in that aircraft. Not only will Jerry get some tail

wheel experience, but time-in-type will help insurance-wise.

Our new Chapter Website is almost ready to use. One of the first things on it will be our Beacon Newsletter. The big advantage is getting rid of limitations on size. People who have limited e-mail capability will now be able to access the whole thing, with more articles, more pictures, etc. Other features will be added soon.

Members were reminded that the Beacon is not just the editor's job. If you have seen something, been somewhere, met someone, accomplished something, want to buy or sell something, PLEASE submit it to the editor!

November is election time... Nominations from the floor for new officers were called for by the president. Hearing none, the slate proposed by the Nominating Committee was elected by acclamation. Officers for 2004 are: Jerry Pilon- President; Steve Bonfoey- Vice President; Bill Engel- Secretary; Joe Ernst- Treasurer.

President-elect Jerry's first act was to re-appoint Morrie Caudill as newsletter editor for 2004.

Sam Sisk noted that the current war on terror has affected our chapter. The unit which one of our members belongs to has been called to active duty. It was felt that, while he is on active duty, his financial obligation as a hangar tenant should be suspended. Motion carried.

Our program for the evening was presented by our widely experienced and always interesting member, Bill Rutherford. He recalled his days in Washington DC during WWII, and how difficult it was to get various government and military factions together to do what was needed. Procurement of vital equipment was sometimes delayed by rivalries. Research and development of new aircraft was hindered by some who thought that P40s and Wildcats were all we would ever need.

Bill brought a video showing how, after the war, we discovered just how advanced the Japanese were with aircraft design and imminent production. Slightly different timing of a few events could have led to a far different outcome.

Respectfully submitted, Bill Engel,
Secretary

Calendar of Events 2003

December

- 6 Chapter 563 Luncheon
- 11 Chapter 563 Meeting
- 17 Wright Brothers 100th Anniversary

EAA Airventure

2004	July 27-Aug. 2	Oshkosh
2005	July 26-Aug. 1	Oshkosh
2006	July 25-31	Oshkosh
2007	July 24-30	Oshkosh
2008	July 29-Aug 4	Oshkosh

Hi Lights of the Year in Pictures



B-17 Aluminum Overcast



Young Eagle — EAA Air
Academy Jeffery Meyer





Mike Tillmans' Cessna 140A



RV-10



The end of an era



Boy Scouts — Young Eagles



Frasca Spitfire

(Forwarded by Sam Sisk)
FYI for those history buffs.

You'll love this from Col. D.G. Swinford, USMC, Ret. and history buff. You really have to dig to get this kind of ringside seat to history:

1. The first German serviceman killed in WW II was killed by the Japanese (China, 1937), the first American serviceman killed was killed by the Russians (Finland 1940), the highest ranking American killed was Lt. Gen. Lesley McNair, killed by the US Army Air Corps. . . . So much for allies.

2. The youngest US serviceman was 12 year old Calvin Graham, USN. He was wounded and given a Dishonorable Discharge for lying about his age. (His benefits were later restored by act of Congress)

3. At the time of Pearl Harbor the top US Navy command was Called CINCUS (pronounced "sink us"), the shoulder patch of the US Army's 45th Infantry division was the Swastika, and Hitler's private train was named "Amerika." All three were soon changed for PR purposes.

4. More US servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions your chance of being killed was 71%.

5. Generally speaking there was no such thing as an average fighter pilot. You were either an ace or a target. For instance Japanese ace Hiro Yoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.

6. It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. This was a mistake. Tracers had different ballistics so (at long range) if your tracers were hitting the target 80% of your rounds were missing. Worse yet tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their

loss rate go down.

YOU'VE GOT TO LOVE THIS ONE....

7. When allied armies reached the Rhine the first thing men did was pee in it. This was pretty universal from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton (who had himself photographed in the act).

8. German Me-264 bombers were capable of bombing New York City but it wasn't worth the effort.

9. German submarine U-120 was sunk by a malfunctioning toilet.

10. Among the first "Germans" captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians and forced to fight for the Russian Army until they were captured by the Germans and forced to fight for the German Army until they were captured by the US Army.

AND I SAVED THE BEST FOR LAST....

11. Following a massive naval bombardment 3 5,000 US and Canadian troops stormed ashore at Kiska, in the Aleutian Islands. 21 troops were killed in the fire-fight. It would have been worse if there had been any Japanese on the island...



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