



# Illinois Valley Beacon

August 2005

Chapter 563 Chartered in 1976

Volume 12 Issue 8

**The 1st Breakfast** will be on the **first Saturday**, the 6th of August, at the **Chapter 563 Hangar**. Serving pancakes and sausage from 8:00 to 9:00. Come early and help set up.

**The Directors Meeting** will be held on the **third Thursday**, the 18th, at the Chapter Hangar. The agenda is on the next page. All members are invited to attend if you wish.

**The 2nd Breakfast** will be on the **third Saturday**, the 20th of August. Don't miss it.

**No Membership Meeting** this month. Instead we will have our annual picnic on Saturday, August the 27th, beginning with socializing at 3:00 and eating at 4:00 in the EAA Hangar at Mount Hawley Airport.

Come on time so someone can let you in the drive-through gate if you do not have a gate card.

## Secretaries Report

### MEETING MINUTES – 14 July 05

President Steve Bonfoey called the meeting to order at 7 p.m. in the chapter hangar. Secretarial and financial reports were tabled because of the special nature of this meeting.

Twenty or so members gathered in a circle for a "round table" discussion regarding future direction for the chapter. President Steve and Secretary Engel laid the groundwork to get the discussion going. Each person was asked about their individual interests and motivations, what kinds of programs and activities they like best and where they think the chapter should be going in

the future. Response was quite good, with nearly everyone offering some useful ideas, which were recorded on a flipchart. A number of suggestions were similar, so will not be ascribed to individuals; but several comments were unique, so will be attributed. A summary of results follows:

I enjoy socializing with interesting people.

I enjoy flying Young Eagles.

The costs of flying tend to limit participation to older, affluent folks.

I am too busy with other projects to be a very active chapter member, but I will continue to be a Tech Counselor, and I have an extensive inventory of specialized tools that I am willing to lend – Al Lurie.

Give or receive member education re: bldg, mtce, operations.

Education of kids: expose them to aspects of flying or building (in conjunc w/ Peo Park District?)

Let's put more emphasis on Light Sport & ultralight activity.

More speakers on personal aviation feats.

Lets consider moving some summer activities to Tri-County Airport at Yates City. Breakfasts, picnics, flying events would be fun and welcome. It's a "grass roots" atmosphere, and factory-builts, home-builts, LSAs, ultralights all would feel at home – Jim Sturges.

More speakers on new equipment - e.g. glass cockpits.

More speakers on special processes such as riveting, welding, etc.

Let's solicit donation of damaged Cessna (e.g.) to refurbish and sell for revenue & education.

We should schedule more shop visits to members' projects.

Schedule group flyouts to interesting places.

Make sure each activity is well publicized

The Board of Directors will meet next Thursday and these suggestions will be discussed.

Refreshments from Bill and Steve enhanced the pleasant summer evening.

Respectfully Submitted, Bill Engel, Secretary

## **The Board of Directors Meeting Minutes for July 21. 05**

The meeting was called to order at 7 p.m. in the chapter hangar. Present were directors Caudill, Engel, Hounshell and Pilon. Minutes of the June meeting were approved as printed. Finances were discussed, but in the absence of the treasurer. It was felt that we need a better system of presenting data, particularly in comparing current figures with budgeted ones. Jerry Pilon volunteered to provide a spreadsheet that would do the job. Jerry also wanted the record to show our appreciation of the job being done by President Steve Bonfoey.

Program Chair Jerry suggested that the regular Thursday meeting in August be eliminated in favor of the picnic to be held on a Saturday. We discussed at some length whether to picnic at Tri-County Airport (Yates City). The consensus was that, for this year at least, conditions favor holding it at our hangar. The vote was for 3 p.m. Saturday August 27. We will post invitations at Yates City and for Mt. Hawley tenants and FBO. Morrie will attempt to get a tethered balloon (for reasonable expenses) and the chapter will furnish chicken and soda, with the rest of the food being potluck. Secretary Engel will check with Oshkosh about insurance.

It was suggested that we try to arrange a flyout to Yates City soon.

Jerry has a speaker in mind for the September meeting, and will contact him shortly.

Regarding the Christmas Luncheon, we need to get a December date at Wildlife Prairie, and line up our program, for which we have a speaker in mind.

On our BD-5 project, we now have a rolling stand to hold plans, notebooks and a few tools. Also Bill Engel will pen a monthly report on build progress.

A "Members Only" section was again discussed for our website. Once again Jerry stated he would get working on it.

When our treasurer arrived he affirmed that

his reports are done with hand calculations typed in on a word processor.

Under New Business our intention was to dig into the material gathered at the "Round Table" last Thursday. However, as the hour was getting quite late, we could only scratch the surface. A summary of that material may be found in the July 14 minutes.

Respectfully Submitted, Bill Engel, Secretary

## **Young Eagles July 22, 05**

What a pleasure it is to work with you guys. The whole process went very smoothly and 48 YE's were flown in less than 2 hours. Thanks for your time and expense and I hope you

had a few great kids that make it all worth while.

They sang us a song to start off the event.



Gerry Peacock talking to Shirley Dresden, Common Place Staff.



Part of the gang.

# Calendar of Events 2005

	<u>Breakfasts</u>	<u>Membership Meetings</u>	<u>Directors Meetings</u>
January	1 and 15	13	
February	5 and 19	10	17
March	5 and 19	10	17
April	2 and 16	14	21
May	7 and 21	12	19
June	4 and 18	9	16
July	2 and 16	14	21
August	6 and 20	11	18
September	3 and 17	8	15
October	1 and 15	13	20
November	5 and 19	10	17
December	3 and 17	8	15

## Speakers/Presentations/Activities:

January - Alan Lurie ( GPS )	May –Jim and Kurt Hannemann	September—Scott Decker
February -Niel Pobanz	June –Adama Allmond	October -
March –Project Visit	July - Chapter Round Table	November
April - Gerry Peacock	August –Chapter Picnic	December -

**Flying:** 3MY Fly Outs every month.  
Oshkosh  
See the Fly-In Events on page 4.

## Fly-in Events for 2005

August 5-7 Prairie Air Show at Peoria  
August 21 Taylorville Fly-in Breakfast

September 16-18 Springfield Air Rendexvous  
September 18 Taylorville Fly-in Breakfast

October 16 Taylorville Fly-in Breakfast

### Future Oshkosh Dates:

July 25 - 31, 2006  
July 24 - 30, 2007  
July 29 - August 4, 2008  
July 27 - August 2, 2009  
July 26 - August 1, 2010  
July 25 - 31, 2011  
July 23 - 29, 2012

One summer evening during a violent thunderstorm a mother was tucking her son into bed. She was about to turn off the light when he asked with a tremor in his voice, "Mommy, will you sleep with me tonight?" The mother smiled and gave him a reassuring rub. "I can't dear," she said. "I have to sleep in Daddy's room." A long silence was broken at last by his shaky little voice: "The big sissy."

### It could only happen in Bartonville Defecation is Illegal Dumping

I read in the paper today that a man was arrested for defecating in front of a gas station in Bartonville. Witnesses who saw him do it wrote down his license number. He was cited for disorderly conduct, which carries a \$150 fine. Illegal dumping in Bartonville is a \$250 fine.

### 2003 Chapter 563 Officers

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# OSHKOSH

What can you say about Air Venture 05 that would adequately describe it.

Bill Engel and I went up Wed. and took with us beautiful weather and temps. Joe Fox and his son were there early, as usual. Ran into Sam and Becky Sisk and Jerry Pilon and Ken Grisham. Ken's first time. Can you imagine what it felt like to him. He has an airplane half completed and he has never been to Oshkosh?

Of course the big attraction was Burt Rutan's airplanes, Global Flyer and the rocket ship. Just being able to stand close to those historic airplanes (don't touch) makes you feel like a part of it. All pilots and aircraft owners should feel like they are a part of it because it probably would not have happened if there were not a larger interested group keeping the spirit alive in the aviation field. Keep looking up.



The symbols on the side of SpaceShipOne show it flew 17 times to capture the X prize.

Global Flyer was an equally impressive ship. Graceful flexible wings, a very quiet engine on flyby, reminding me a lot of the first round the world flight by Dick Rutan and Jeana Yeager.



Not to be ignored was the Glacier Girl, rescued from several hundred feet below the Greenland ice cap. A beautiful restoration. My



friend in Tennessee, who lives near where the restoration took place, told me they even kept the air in the original tires and put some of it in the new tires. That's the extreme they went to.



I never thought about how you mount this steed until I saw the little ladder built into the rear of the fuselage.



This was seen on the air scoop of a round engine. The printing says, "Injection is nice but I'd rather be blown."

Another unusual airplane, one of a kind, is the Dornier Do 24 ATT amphib with three turboprop engines. Dornier made history with the Do X in 1929. It was the largest flying boat in the world with 12 engines.



Me and Bill

## More Photos



Reflections



A Rare Combination



Ultra Something



A beautiful round engine



An Oldie but a Goodie



Last but not least, our leader, Tom Poperezny, spoke to us at the Chapter Leaders Breakfast Saturday morning. The awards were given to the nominees for best Newsletter, Web Page, Young Eagles Cord., and other outstanding Chapter leaders.

**A.** Finish wings & stabilator per plans. Attach control surfaces rigidly. Finish rear end to simulate the jet version. Omit internal controls, instruments, landing gear (and, naturally, engine, driveline, battery, etc)

**Advantages:** Least amount of work & engineering. Light weight for overhead display.\*

**Disadvantages:** Takes more room for display. Minimal educational or promotional value.

**Estimated effort factor: 1.00**

**B.** Shorten wings by approx 5 ft. Shorten stabilator by chopping outboard ends. Attach control surfaces rigidly. Omit internal controls, instruments, landing gear (and, naturally, engine, driveline, battery, etc)

**Advantages:** Little work & engrg. Lightest weight for overhead display.\* Takes less room than A.

**Disadvantages:** Little educational value. Stabilator proportions are not good looking.

**Estimated effort factor: 1.20**

**C.** Shorten wings by approx 5 ft. Shorten stabilator by redesign. Attach control surfaces rigidly. Omit internal controls, instruments, landing gear (and, naturally, engine, driveline, battery, etc)

**Advantages:** Modest work & engineering. Lightest weight for overhead display.\* Takes less room than A. Stabilator proportions are good looking.

**Disadvantages:** Little educational value.

**Estimated effort factor: 1.25**

**D.** Shorten wings by approx 5 ft. Shorten stabilator by redesign. Keep controllable ailerons, flaps, rudder, stabilator, antiservo tab. Omit instruments, landing gear (and engine, driveline, battery, etc). Set it on a dolly with rubber casters so it can be moved around display area.

**Advantages:** Moderate work & engrg. Lightest weight for overhead display.\* Takes less room than A. Stabilator proportions look good. Great for educational purposes in static display, or *towed* in a parade.

**Disadvantages:** More work.

**Estimated effort factor: 1.40**

**E.** Shorten wings by approx 5 ft. Shorten stabilator by redesign. Keep controllable ailerons, flaps, rudder, stabilator, antiservo tab. Omit instruments, landing gear (and engine, driveline, battery, etc). To be set on a powered trolley\*\* so a pilot can control it.

**Advantages:** Moderate work & engineering. Lightest weight for overhead display or storage.\* Takes less room than A. Stabilator proportions are good looking. Great for educational purposes in parades, malls, parking lots, airport ramps.

**Disadvantages:** More work.

**Estimated effort factor: 1.50** (excluding trolley\*\*)

**F.** Shorten wings by approx 5 ft. Shorten stabilator by redesign. Keep controllable ailerons, flaps, rudder, stabilator, antiservo tab, and landing gear. Omit instruments (and engine, driveline, battery, etc).

**Advantages:** Takes less room than A. More authentic looking than D.

**Disadvantages:** Considerably more work. Heavier. Locomotion is not practical.

**Estimated effort factor: 1.70**

**G.** Shorten wings by approx 5 ft. Shorten stabilator by redesign. Keep controllable ailerons, flaps, rudder, stabilator, antiservo tab, maybe landing gear and some instruments. Add hydraulics to provide four degrees of freedom, ala simulator.

**Advantages:** Takes less room than A. Should be a real attention getter at mall, ramps, etc.

**Disadvantages:** The most work, and the most expensive

**Estimated effort factor: 3.00** (with landing gear - **3.20**)

\*The empty weight of a complete flying version is over 400 lb. Without landing gear and internal hardware our weight should be well under 100 lb.

\*\*We have a volunteer to provide the powered trolley.

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