



Illinois Valley Beacon

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Chapter 563 Chartered in 1976

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If you can read this you have survived another Christmas and New Years holiday season. The Officers and Board Members of Chapter 563 hope you enjoyed the holidays and are planning on an active and interesting EAA New Year. We have two very interesting speakers lined up for the beginning months and of course breakfasts, on the first and third Saturdays, will continue to be a twice a month gastronomic symphony.

Several new projects are in the planning stage for your hangar. Aircraft repair and engine rebuilding are sources for every one to learn something new. Work is progressing on the BD-5. If nothing else, you can sit and drink coffee while offering you unsolicited opinions on the work being done. In the future we will try to announce in advance, by email, the work times so you can attend if you wish.

The 1st Breakfast will be held on the **First Saturday**, the **7th** of January. Breakfast will be served from 8:00 till 9:00. See you there.

The Membership Meeting

The meeting will be held on the **Second Thursday**, the **12th** of January. The speaker will be Paul Berres from Born Paint. Paul will base his talk on paint repairs but bring all the questions you have about painting.

The Directors Meeting will be held on the **Third Thursday**, the **19th**, at the Chapter Hangar at 7:00P. All members are welcome to attend.

The 2nd Breakfast will be held on the **Third Saturday**, the **21st** at the usual time. Don't miss it.

Secretaries Report

BOARD MINUTES – 15 Dec. 05

President Steve Bonfoey called the meeting to order at 7pm in the chapter hangar. Present were all directors except Pilon and Sisk. There was one guest. Minutes of the November meeting were approved as printed. As Treasurer Ernst said he would arrive late, financial reports appear later herein.

However, Director Caudill announced that he has constructed a financial reporting spreadsheet using, as previously specified, Quicken™. This will be passed along to new Treasurer, Jerry Pilon.

OLD BUSINESS. We reviewed the Standing Committee assignments from the November board meeting and noted that V.P. Al Phipps was without one. Al reviewed the job descriptions and indicated interest in Properties & Safety. Therefore President Steve exercised his prerogative to assign that chair to Al. Assisting Al will be Joe Ernst. The secretary will issue a new Chapter Contact List next month.

New Membership Chair Wolcott proposed that we get clip-on nametags for members attending meetings, and use adhesive tags for guests. The secretary provided 2006 membership application forms to those needing a supply, and

will email one to Morrie for use on our website.

Program honchos Chris Tate and Steve reported that the January speaker will be from Born Paint, February is in planning stage, March will tentatively have an A/C insurance expert, and April will be a celebration of our chapter's thirtieth anniversary.

Regarding Properties & Safety we discussed the sad condition of some of our tables, and what to do about it. Buying new same kind, new different kind, and refurbishing old ones were discussed without a consensus. New storage cabinets of various kind & origin were debated, but we decided to investigate further, such as at Farm & Fleet or catalogs before investing. Procurement of an overhead projector and/or a computer-driven projector was discussed, but more investigation is required.

BD-5 Project Coordinator Bill Engel and Morrie Caudill reported some new parts made, some rivets installed, and some new tools procured.

Publications Chair Morrie said he has made a request to our site provider for help in setting up a Members Only section. The directors need an up-to-date source for member phone numbers, etc.

Under Special Events, the recent Christmas Luncheon was deemed a success. Several suggestions for next year will be passed on to new Chair, Sam Sisk.

NEW BUSINESS. President Steve reviewed the end-of-year reporting due to Oshkosh, in which is included our premium for liability insurance. Director Tate, in the aviation insurance business, stated that the EAA hangarkeeper's insurance is a real bargain, but in the end, we opted not to buy that portion.

Treasurer Ernst distributed copies of November finances, which were approved. The jacket raffle gave us about \$745 net, and the Christmas Luncheon looks good on receipts but expenses won't all be in until sometime in January.

Meeting adjourned.

Respectfully Submitted, Bill Engel, Secretary

BD-5 UPDATE - December Action

This series describes progress on our "personal fighter plane", which is being built for educational and promotional purposes. If you would like to participate please let the project coordinator know.

Several new tools have been built. One device is a penholder, allowing rivet holes to be positioned more quickly. Another will greatly speed up dimpling the skins for installation of flush-head rivets. The latter tool could have been purchased, but Morrie made this one from stuff on hand, and at zero cost!

The front of the fuselage is taking shape. New parts have been cut to size, such as the hat-section stiffeners. Some have been formed and machined, such as the brackets that attach the spreader bar that will eventually support the instrument panel. Very soon the fuselage forward section will be permanently attached to the center section.

Bill Engel, project coordinator

Here is some sage advice for pilots

You've never been lost until you've been lost at Mach 3.

(Paul F. Crickmore -test pilot)

If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up,...the pilot dies.

Progress in airline flying: now a flight attendant can get a pilot pregnant.

Basic Flying Rules:

Try to stay in the middle of the air. Do not go near the edges of it.

The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

What Would You Have Done?

The pilot of Flight 1248 accepted these conditions and landed

The Southwest Airlines 737 that overran runway 31Center at Midway Airport had the odds stacked against it according to a reporter at the Chicago Tribune. The ceiling was 300 feet with blowing snow. The pilot descended fast and landed hard to get on the ground as soon as possible. Some of the problems listed are as follows:

1. Runway 31C is 6522 feet long. The first 696 feet are unusable (displaced threshold) due to buildings, fences, lighting, and roads.
2. Landing on 31C included an 11 knot tailwind.
3. The flight touched down with "about 4500 feet of runway remaining."
4. Stopping ability was poor on the runway.
5. The plane stopped 5000 feet after touching down in the middle of 55th and Central street..

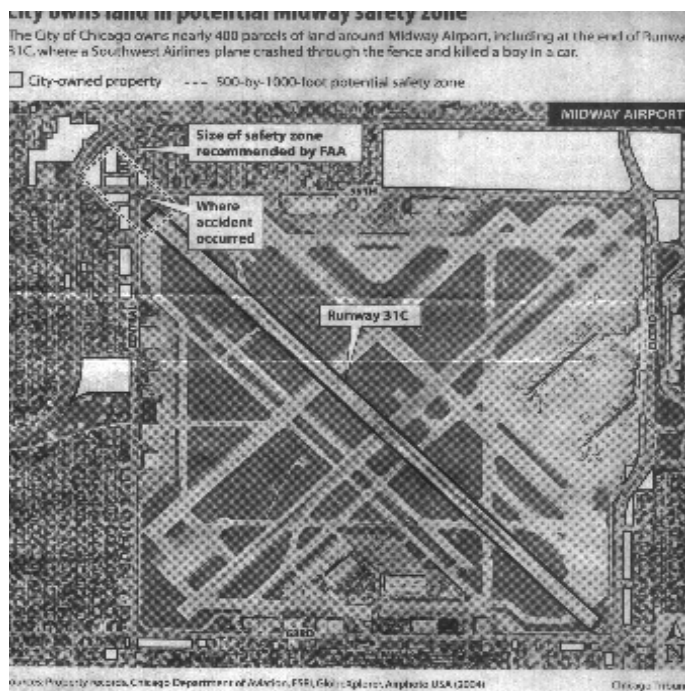
Why wasn't 13C being used?

1. The full 6522 feet are available. The 696 unusable area can be used as an overrun.
2. With an 11 knot headwind the plane would have stopped in less than 4500 feet.

In IFR conditions, the runways have a RVR requirement. Runway Visual Range is the distance a pilot, sitting on the runway, can see down the runway.

The minimum RVR required for 13Center was 500 feet under the 5000 foot minimum for that runway. Not legally useable.

31 Center has a lower RVR because the useable length is shorter and it met the requirements.



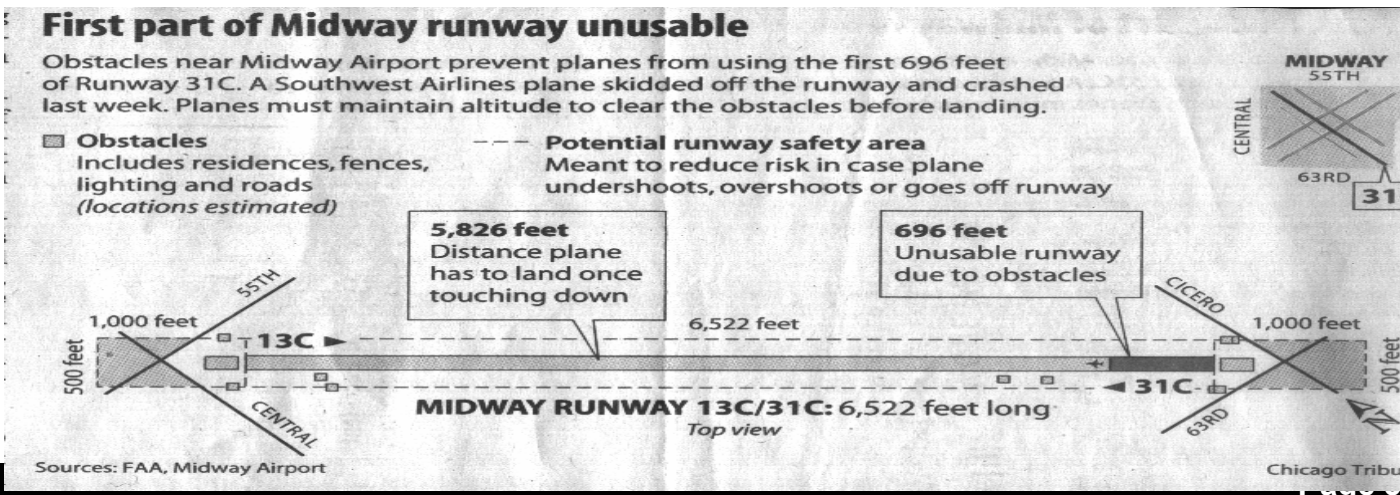
Put yourself in the pilots seat of Flight 1248. The company you fly for wants the flight on time so your passengers can make their next flight. A go round, even if it was possible, will make you 15 to 20 minutes late. Refusing to take the runway for any reason may mean holding until the conditions change. You are between the proverbial rock and a hard place.

Maybe you have been in a situation similar to this.

Lets say you enter the pattern at a fly-in breakfast. Several planes are ahead of you and the pattern gets tighter and tighter. On final the guy ahead of you is dragging it in and you are getting too close. Do you go around or do you slow down and risk a prop wash roll on short final?

It's winter time and the runway at the airport you want to land at has ice on the runway. A quartering wind gives you a cross wind of 10 to 15. There are snow banks on both sides of the runway. Will you risk the slide off the runway?

You are at another airport for lunch and are taxiing for take off. One brake pedal is low and the braking on one wheel is almost gone. You don't need brakes to take off. Do you fly home anyway, or do you go back and fix it?



Calendar of Events 2006

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

Speakers/Presentations/Activities:

January - Pat Berres, Born Paint
Touch up painting

May —

February -

June —

March – Russ Talbot, Claims Adjustor
What to do after a loss

July —

April - Gerry Peacock

August –

If you were one of the well fed and entertained people at the Christmas Luncheon, you know that Dave Cook is the happy winner of the beautiful leather jacket pictured below.

The jacket raffle returned some much needed cash to our treasury. Since the jacket was donated by EAA Oshkosh and the raffle expenses were low, the Chapter profited nicely.



For those of you who didn't attend the meeting when Jim and Kurt Hannemann returned from Iraq, this is the flag and commemoration presented to the Chapter for our support during their deployment. The framed flag and certificate is hanging on our Memorial Wall along with the Chapter Charter. This year is the 30th anniversary of the founding of Chapter 563 and we are making plans to celebrate the event by inviting the original 43 Charter members to a gala event to be announced.

It's like in the song. This Chapter is my Chapter. This Chapter is your Chapter. It's made for you and me. Make a New Years resolution to attend more meetings. Come to more breakfasts. Enjoy being with friends that share the same interests as you do. There is never a lack of something to talk about when you are sitting under an airplane wing.

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