



Illinois Valley Beacon

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Chapter 563 Chartered in 1976

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Well, the year is off to a good start. The newly elected officers have assumed their posts, the speaker at the January meeting, Pat Berres from Born Paint, gave us more information than we can ever remember, and the two breakfasts were well attended in spite of some bad weather.

Some highlights of things to come. I'm sorry to say Gerry Peacock will not be assembling his engine in the EAA Hangar. He ran into some time restraints and had to take it up to the school in Michigan. **But**, we have two or three more good speakers lined up for the coming meetings and we are planning a party with the founding members of our Chapter to celebrate our thirtieth anniversary. **Also** the BD-5 is proceeding well and there is a rumor, from Jim Hannemann, that the Waco will come out from under the tarp this year. Come out and join the fun. Keep looking up

The 1st Breakfast will be held on the **First Saturday**, the **4th** of February. 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 **9th** of February. The speaker will be Adama Allmound who will tell us about the accident that destroyed his first Cessna 150.

The Directors Meeting

will be held on the **Third Thursday**, the **16th**, at the Chapter Hangar at 7:00P. All members are welcome to attend.

The 2nd Breakfast will be held on the **Third Saturday**, the **18th** at the usual time. Don't miss it.

Secretaries Report

BOARD MINUTES - 19 Jan 06

President Steve Bonfoey called the meeting to order at 7 pm in the chapter hangar. Present were Directors Bonfoey, Caudill, Engel, Ernst, Pilon and Tate. Absent were Directors Phipps, Sisk and Wolcott. We welcomed two guests, Jerry Peacock and Jim Hannemann.

A correction to the December 15, 2005 Board minutes was requested. Thus, the first paragraph under *New Business* was amended to read:

“President Steve reviewed the end-of-year reporting due to Oshkosh, in which is included our application for insurance. We are obligated to buy through EAA our Chapter Hangar and Chapter Meeting Place policies, which cover injuries on the premises. An optional coverage is Hangarkeeper's insurance, which would cover certain damage to tenants' property. Director Tate, who is in the insurance business, said that the premium for this is extremely cheap, unmatched anywhere. He highly recommended that we purchase Hangarkeeper coverage. However, after reviewing the risks and cost, the Board opted not to buy that portion.”

2005 Treasurer Joe Ernst presented the figures for December, and the whole year, which were approved as printed. It was noted that the

Holiday Luncheon came very close to breaking even, as was our intent.

2006 Treasurer Pilon showed some samples of how our finances will be documented from now on using Quicken™ software.

Guest Peacock was present to inform us that he intends to begin his engine rebuild in the hangar on Monday. He will explain his procedure to any interested spectators. Emails giving his schedule will be sent to members. Completion is expected in early February.

Guest Hannemann reported that the wings for his WACO have been completed elsewhere, and that he soon will need more space to work on the fuselage.

OLD BUSINESS. Standing Committee actions were discussed. Under membership it was stressed that the Treasurer, the Membership Chair and the Publications Chair must work closely to assure that directors have the latest member information.

Program for February will be by Adama Allmond, who will review the results of a student's crash of his C150. March program is still being formulated, while April will see our 30th.

Anniversary celebration. Tentatively it will be on Thursday the 13th at Mt. Hawley FBO, with as many "oldtimers" invited as we can find. Socializing, reminiscing and refreshments will be central ingredients.

President Steve and Morrie Caudill brought some literature on cabinets for the hangar. Former Properties & Safety Chair Engel offered some websites on cabinets. We will investigate further. Regarding the need for more dining tables, we decided to buy two new eight footers from Sam's Club.

Publications Chair Morrie reports that he can get the necessary software to add a "Members Only" section to our website. However, the need was questioned. We decided to ask the membership if they would like one, and if so, what information should it include.

Under Special Events it was agreed that for our 2006 Christmas Event we should nail down the time, place and program as soon as possible. Tentatively, it will be a Luncheon at Wild Life Prairie on December 2.

There being no other business, we adjourned.

Respectfully Submitted, Bill Engel, Secretary

SHOULD WE OR SHOULDN'T WE?

--Have a "Members Only" page, that is.

Our web site currently is completely accessible by anyone who wants to look at it. This is "a good thing", because sometimes we can pick up new members from folks who are just browsing. But there are some bits of information that we prefer not to broadcast, such as financial statements and personal data on members. However, some sensitive information **could** be shared among chapter members in a Members Only section, where a current password would be required. EAA has such a section, as do AOPA and others. We have determined that one way our chapter could have this is by buying some \$80 software. The question is: should we? Your Board of Directors wants your input - should we add such a section, and what do you think should be in it? Or not in it? Please give it some thought and let an officer know.

HOW TIME FLIES!

This spring will mark the thirtieth anniversary of Chapter 563. Some of you oldtimers will remember the first meetings of this chapter, held in the pilot's lounge at Mt. Hawley airport. We had some large and enthusiastic turnouts for those meetings, including the one where forty-three members signed our charter.

We plan to recall those good times with a celebration that includes all the former and present members that we can assemble. Our April meeting will be a Social, with fond recollections, hangar flying, refreshments and awards. Your committee urges everyone to talk this up, look up long-absent and former members - and invite them and their spouses. Mark your calendars for Thursday, April 13, and watch for more details.

BD-5 UPDATE - January Action

This series describes progress on the chapter's "personal fighter plane", which we are building for educational and promotional purposes.

The fuselage front section has been completed as far as is practical. It is now permanently attached to the center section. At that intersection, doubler plates have been bolted on which will eventually provide attach points for the wing spar center section. The fuselage parts are now residing atop the john to keep them out of the

This Is Airplane Heaven

By Morrie Caudill

My wife and I were down in Indianapolis last weekend, visiting our daughter and son in-law, (grand daughters birthday) and we decided to go on over to Dayton and visit the Air Force Museum at Wright Patterson Air Force Base. It's only an hour and a half east of Indy.

Brian Briggerman and I flew over in his Mooney many years ago. That was one of the many memorable trips we made in N7037V. At that time they were just building the IMAX theater. They have changed things around since then. For one thing, and this is what I wanted to see again, they moved all the "X" planes over across the field to two hangars that house the Presidential Planes and the "X" Planes. In order to see them you must sign up for a bus ride that goes over there several times a day. Sign up early as there are only 43 seats on the bus.

The experimental planes were moved in order to put more continuity in the exhibits as they relate to the different wars. The admission is still free and you can spend all day in there, especially if you hug every airplane.



This one is sheer beauty. Speed begets beauty.



This one is stealthy, even if it isn't.



Probably the slowest.



Presidential aircraft

(Cont on page 5)

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 — Russ Talbot, Claims Adjustor
What to do after a loss

February - Adama Almond will talk about
crashing his C-150.

June —

March —

July —

April - Charter Members Anniversary Party

August —

UnClassified Advertising

For sale by Allen Lurie

Please call 309-682-1674 after 12:00 AM
Make offer

1. Sport Aviation Magazines

All issues from 1955 to 2004.

2. Icom 22 Handheld

Plus assesories

3. Thorp T-18

All the components are included to complete this airplane.

For sale by Eric Manuel

Please call 309-685-2192 Make offer

1. Lycoming 160 H.P. plus prop

“0” time engine

2. Dynofocal mount w/ bolts

Includes flywheel

3. Carburator

4. Starter

5. Alternator

6. Test stand

Cont from page 2

In accord with the recommended sequence, we are now starting on the vertical stabilizer.

Morrie has cut and formed the five ribs, and has built a wood fixture that will assure good alignment as we assemble the ribs to the two spars. Happily, the skins for both stabilizer and rudder come with the complex leading edge already formed, so we expect these parts to be completed without much difficulty.

If you would like to participate please let me know!

Bill Engel, project coordinator



(Cont'd from page 3) Of course the Wright Brothers exhibit is the primary attraction in the Early Years Hangar. The Memphis Belle has been moved to the Restoration Hangar and can be viewed on Fridays when they do a tour. Driving from Peoria it's about a five hour trip. Motels are close by and it's really worth the time to go.

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