



Illinois Valley Beacon

April 2007

Chapter 563 Chartered in 1976

Volume 14 Issue 4

The first breakfast will be held on the **First Saturday, April 7th**, in the EAA Hangar from 8:00 to 10:00 am

The regular meeting will be the **Second Thursday, April 12th**, at the EAA Hangar at 7:00 pm. Our speaker will be Ken Spirito. (*See the BIO on page 2*)

The second breakfast will be held on the **Third Saturday, April 21st**, at the Chapter Hangar from 8:00 to 10:00 am.

Attention Directors

The meeting will be held on the Fourth Thursday, April 26th, at the Chapter Hangar at 7:00P. All members are welcome to attend.

MEETING MINUTES – 08 Mar 2007

President Steve Bonfoey called the meeting to order at 7 pm in the chapter hangar. Minutes of the January meeting were approved as previously printed. There was no financial report.

We discussed our participation in this year's Prairie Air Show. Our committee members showed us a list of duties we could pick from. We can choose the ones that appeal to us, if we sign up first, or they will hand out assignments later. Their request for Young Eagle flights was discussed, but we have some details to work out before committing. One is that we need to round up enough planes & pilots to make it a go.

It was mentioned that GPAA is raising our hangar rent, supposedly because of the huge

increase in CILCO costs. Our board will act on this at the next meeting.

Our scheduled speaker for the evening regrettably could not be with us, as she was home sick with a high fever. However, Sam Sisk stepped in to report on a FAA safety meeting he had attended. The FAA would like all pilots to get on their Email list to receive a wide variety of safety-related information. All we have to do is go to their site, FAAsafety.gov, and choose from a list topics whatever would be of interest to us. We would then receive that info as it becomes available.

There being no other business, we enjoyed cookies by Steve and adjourned.

Respectfully Submitted, Bill Engel, Secretary

BOARD MINUTES – 22 Mar 2007

President Steve Bonfoey called the meeting to order at 7 pm in the chapter hangar. His first remarks were on a communiqué from EAA HQ about the new FAA funding proposal before congress. He urged that *all members* write our senators in opposition. Our Beacon editor will send out the necessary background information. Please note that form letters, phone calls & emails are not very effective.

Minutes of the February meeting were approved as published, and a memorial donation was acknowledged & recorded.

Financial reports for February were approved as presented, but the treasurer was again asked to research the best returns for our funds.

Membership Chair Adama Allmond was not present due to a new family arrival, but it was mentioned that we have 45 currently paid members.

Program Chair Tate reports that GPAA manager Ken Spirito is confirmed for April.

Under Special Events, Jerry Pilon confirms that our Christmas gathering will be Friday evening, December 7, at Sky Harbor. A Special Saturday breakfast this spring will be May 5, the

proceeds from which will go to Wildlife Prairie Park. WLPP is the creation of valued Ch563 member, Bill Rutherford, who died last fall. Invitations will be posted, wives & guests will be encouraged, and the menu will be expanded. In addition to the usual pancakes & sausage, OJ & coffee, there will be egg casserole and mixed fruit.

Our participation in Prairie Air Show 2007 was discussed. Steve has a list of people who have volunteered for various assignments, but a lot more folks are needed. A replacement chapter banner is available thru EAA for \$80 +8.85. In order for Young Eagles rides to happen at the show, some things need to be ironed out, so Steve and Bill Engel will ask to meet soon with the Show Director, tower and GPAA personnel.

Due to GPAA's five percent rent increase, the board decided it was necessary to increase what we charge our tenants. New rates will be \$135 and \$80, beginning April 1.

There was no new business, but Steve mentioned that he took care of our annual registration with the state. Also, Oshkosh is again asking for volunteers to prepare for Airventure. Respectfully Submitted, Bill Engel, Secretary

Attention Tenants

March 23, 2007

to: hangar tenants

Caudill
Engel
Hannemann
Pilon

to: hangar wait listees

Meyer

Gentlemen:

Greater Peoria Airport Authority has raised hangar rents 5% across the board.

When questioned about this, they replied that it was because of Ameren-Cilco's huge rate increases.

Since we pay our own utility bills, the rate increase apparently covers airfield lighting and

such things as GPAA offices.

Our new monthly payment to GPAA is \$551.25. With our present tenant mix, and the new tenant rates shown on the accompanying sheet, our tenant income comes to \$485.

This deficit, plus our newly increased utility costs are to be made up from other sources.

While this situation is not appreciated by any of us, we see no good alternative.

For your convenience, we enclose a copy of Standing Rule 10, in case yours is misplaced.

Best Regards

Bill Engel, Sec'y

Ken Spirito, A.A.E. Director of Airports Greater Peoria Regional Airport Authority

Ken Spirito, joined the Greater Peoria Airport Authority after working at several airports around the country, including:

Gulfport-Biloxi International Airport – Gulfport, MS
Garden City Regional Airport - Garden City, KS
Fort Smith Regional Airport - Fort Smith, AR
Philadelphia International Airport – Philadelphia, PA
LaGuardia Airport – New York, NY

As one of the youngest airport executives to receive his A.A.E. accreditation in 1997 from the American Association of Airport Executives (AAAE), Ken has received national recognition from AAAE as the youngest airport professional to be named to the prestigious Board of Examiners. This AAAE board oversees and manages the professional accreditation program where candidates must have three years of progressively responsible airport management experience, complete a thesis offering a solution to

an original problem facing airports, pass a comprehensive written examination, an intensive oral examination and maintain continuing education credits. As an accredited airport executive (A.A.E.), Ken is one of 384 airport professionals in the world with this title.

Ken is the Director of Airports and is responsible for the managing and developing the Greater Peoria Regional Airport and Mt. Hawley Airport. Under his leadership, commercial and general aviation development is the top priority. He is currently working on the re-development of the commercial terminal facility and restructuring and planning airside and landside capacity related projects.

Ken holds a B.S. degree in Aeronautics and Management from Dowling College and has earned 12 credits towards his Masters degree in Public Administration. He has been active in the airport profession for over 14 years. Ken is married and has two daughters.

Next to being a father and a husband, Ken is proud to have received a life-saving award from the American Red Cross and being crowned an Oreo Cookie eating champion in 2001.

EAA's Case Against User Fees

EAA is continuing to work with other general aviation organizations to oppose the FAA's proposal for funding the nation's air traffic control system. The funding plan, which reflects the advocacy of the powerful big-airlines lobby, would implement user fees and sharply increase fuel taxes to replace the current, time-tested system of excise taxes on aviation fuel and airline passengers. EAA and the other general aviation groups view this as nothing but a ploy by the airlines to offload more of their costs onto general aviation while grabbing more control of the nation's airspace. Meanwhile, their proposals would require the establishment of a new and

potentially costly bureaucracy.

In the past 10 years, the airline industry received a \$5 billion government bailout, a \$10 billion loan guarantee program, and a shift of some pension obligations to the U.S. taxpayer. Now, as many airlines are experiencing a recovery, they want to jettison even more costs by imposing user fees on general aviation.

The airlines, represented by the Air Transport Association (ATA), falsely claim they pay more than 90 percent of all aviation taxes but make up only two-thirds of the operational activity in the system. Yet in the 35 airline hubs that receive the vast majority of FAA funds and resources, general-aviation operations account for only 6% of the total. For example, when general aviation was prohibited from operating at Washington D.C.'s Reagan National Airport in the wake of 9/11, overall ATC costs there were not affected.

However, the cost of the user fee proposals to participants in general aviation, including the many EAA members who enjoy personal flight as a pastime, would be sizable. The FAA's proposal includes new fees to pay for the costs of numerous certification and registration activities, such as: registering an aircraft (\$130), replacing an aircraft registration (\$45), issuing an original dealer's aircraft certificate (\$130), issuing an additional aircraft certificate (\$105), issuing/renewing a special registration number (\$80/\$50), recording a security interest (\$130), recording a security interest in aircraft parts (\$130), issuing or replacing an airman certificate (\$50/\$25), issuing an airman medical certificate (\$42), and providing legal title opinions pertaining to aircraft transactions (\$100).

And, of course, there's the initially devastating 3.5-fold fuel tax increase, from 19.4¢ to 70¢ per gallon, and a series of other user fees for access to the nation's busiest airports.

The FAA maintains that its plan is essential for funding the creation of the next generation air traffic control system. Adding insult to injury, the concepts and proposals for accomplishing this modernization entail greater restrictions and costs for general-aviation operations.

Meanwhile, projected revenue from a user fee system in 2008 would be approximately \$600 million less than the funds that would be raised by

maintaining the current excise tax structure. The shortfall would persist, amounting to approximately \$900 million less funding from 2009 to 2012.

Another reason why general aviation opposes user fees can be found north of the border, in Canada: Ten years ago, when the ATC system was established as a government corporation (NavCanada), light general aviation was exempted from ATC and airport user fees. Now, despite an appeal to the Canadian Transportation Agency, general aviation light aircraft operators will pay charges for the use of seven important airports (including several reliever facilities) for the first time. According to the Canadian Aircraft Owners and Pilots Association, the airline community is viewing this as just the beginning of general aviation paying user fees in Canada.

Even more extreme examples of user fees harming or practically killing general aviation in numerous other countries add to the condemning evidence. Common sense indicates that any initial user fee scheme will eventually trickle down and be imposed on all flight-related operations.

The FAA's proposal would also transfer control of agency funding and oversight away from Congress and dramatically reduce public control of how the FAA exercises its discretionary spending.

"EAA remains categorically opposed to user fees," said Doug Macnair, EAA vice president of government relations. "Such a system will not enhance safety and it will not improve services. It will add barriers for thousands of recreational aviators while being a costly burden to the federal government."

How, then, do the big airlines and the FAA attempt to justify such an imbalanced, unfair, and flawed proposal? Their rhetoric asserts that "fat cats" in private jets should pay more for using the nation's ATC and other services. But it conveniently overlooks the oppressive effects their proposals ultimately would have on average aviation enthusiasts like the members of a thousand EAA chapters across the nation. Those chapters are made up of people who already make sacrifices to afford their enjoyment of personal flight. They should not have to underwrite big businesses' use of, and attempts to commandeer,

the nation's airspace.

(from the desk of your editor)

This situation is getting serious folks. It doesn't matter whether you own an airplane or not. If you receive any of the flying magazines, you have read about the expense of flying in Europe. Landing fees, weather reporting fees, fuel taxes boosting the rate over \$8.00/gal., and fines of \$1000.00 if you have to declare and emergency and land at an airport that is not on your mandatory flight plan.

Lets face it guys and gals. We don't want that to get started in the U.S.

One of the ways to prevent that from happening is to contact your Senators and do what ever we can to stop the FFA from instigating a new method of financing the FFA with user fees.

On the next few pages there are samples of letters you can send that will inform your Senator of how you oppose this action the FAA is proposing.

You can also go to the EAA website eaa.org where you will find a link to an action-alert page with more information.

The addresses of our local Senatorial contacts are listed below. Use them and the following sample letters to let them know how this action by the FFA will affect your involvement in aviation.

Honorable Barack Obama
U.S. Senate
713 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Obama:

Honorable Richard Durbin
U.S. Senate
309 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Durbin:

(Sample letter)

Dear Senator (*last name*)

I am writing to request that you strongly reject the terms calling for **user fees** contained in the Administration's proposed FAA reauthorization legislation entitled, "Next Generation Transportation System Financing Reform Act of 2007." [*Say what you think the result of the proposed user fees would mean to you — e.g., would cause you to sell your aircraft, would reduce the amount of flying you do, would prevent you from obtaining a private pilot certificate, etc. Try to keep the statement to one or two sentences.*]

[*State who you are and give some information on your aviation frame of reference. For example, "I am a private pilot and owner of a small homebuilt aircraft, which I fly for recreation." Another example could be, "I am a USAF-trained pilot with over 50 years' experience in the flying game and, although I very seldom write letters to elected officials, this problem has caught my attention."*]

The present funding system for the world's biggest, best, and safest Air Traffic Control System is NOT broken. The OMB agrees with this assessment as well. The Aviation Trust Fund revenues are at a record level and are projected to increase at a rate of approximately 6% annually for the next five years. The President's own FY 2008 budget estimates indicate there are adequate tax revenues to fully fund the Airport and Airway Trust Fund (AATF), if extended. Conversely, the user fee proposal would raise nearly \$1 billion LESS between 2008 and 2012 than would be raised under the current system.

[*Pick one or two of the following points to use in your letter.*]

- ❑ **User fees are a bad way to fund a new system, as projected collection costs would eat up much of the potential revenue.**
- ❑ **FAA failed its accounting audit this year, indicating the agency still cannot identify an appropriate cost structure for services.**
- ❑ **The current system of excise taxes and the**

method of collection are extremely efficient. A user fee system would be complex, bureaucratic, and expensive.

- ❑ **Congress plays a critical role in providing budget and management oversight of the FAA and must not be cut out of this oversight role.**
- ❑ **The U.S. air transportation system is a national asset that benefits every citizen of this country. Accordingly, every taxpayer should help pay for it through a healthy general fund contribution to the FAA operations budget.**
- ❑ **As a national asset, the U.S. air transportation system does not belong to any one set of users: military, airline, or general aviation. It is a shared asset and no one constituency should attempt to usurp control.**
- ❑ **There are no financial constraints on the FAA's ability to modernize the air traffic and national airspace systems. The agency need only develop a plan that is sound, accommodates the needs of all users, and contains appropriate cost accounting and controls, and then present it to the aviation community and Congress.**
- ❑ **User fees have proven time and again to be expensive, inefficient, and damaging to general aviation in every country in which they have been introduced. Canada, Germany, Australia, the U.K., the Netherlands, the Philippines, Austria, Israel, and many other nations have implemented user fees in one form or another — all with disastrous results for their general aviation communities.]**

[Closing paragraph: Thank your Senator for giving attention to this matter. Ask the Senator to remember and share your concerns in the debate on this issue.]

Sincerely,

Your name, address, and email

For Sale



Beech 1963 Model P35 Serial No. D-7159 IO-470N 260 H.P. S/N 94508-20N-0-R
Prop: McCauley 2A36C23-P-CE/S-84B-D; White Brown & Orange

IFR Certified

S-TEC 50 Autopilot Fully Coupled With Altitude Hold
BFG WX-950 Stormscope
KY 92 Transceiver
KX 170B W/KI208 VOR/LOC
Narco NAV22 VOR/LOC/GS & MKR BCN
King KA34 Audio Panel
Arnav R15 Loran W/R30 Database
Narco AT50 Transponder W/Encoder
Bendix ADF T12 W/Davtron Digital Readout
Wet Vacuum Pump
Standby Vacuum System
Tanis Engine Heater

Air-Oil Separator
GEM Graphic Engine Monitor
June Annual
Hangered at Mt. Hawley 3MY
Speed Slope Windshield
Oil Filter
Cleveland Brakes
Fire Extinguisher
Davtron Digital Clock
EBC 502 ELT
Service and Parts Manuals
Complete Logs
ADS are current

All Cylinders show good compression by the conventional and Teledyne cylinder inspection procedures. Total Time 4,600 Engine Time: 1600 Since Overhaul 852 Since Major Teardown, new rings, camshaft, bearings, lifters, valve guides, etc. Propeller Time: 1726 Since Overhaul
Also Available: 3-Point Beech Scissor Type Floor Jack, Hanger Winch, Standard Floor Jacks, Dual Control Yoke.

\$67,000

Steve Bonfoey 309 339-2843 bonfoeys@sbcglobal.net Rudy Lenich 309 691-3983



Safety Thoughts



Are You Blind? Len Kauffman

Last month we talked about a mid-air nightmare emphasizing the importance of keeping heads-down time to a minimum. This month we'll consider a related topic -- the blind spot in our eyes. Under certain conditions this phenomenon could prevent a pilot from seeing an airplane even if he/she is looking outside. The blind spot is nothing new to most, if not all, pilots but is worth revisiting from time to time. Let's take a look at it again using the two small aircraft pictured above. Hold this page at arms length in front of your eyes. Close your left eye and stare at the center of the plane on the left while moving the page slowly toward you. The one on the right disappears. Now close your right eye, look at the center of the one on the right and bring the page closer. The one on the left disappears. The brain cleverly fills in the blank spot to match the surrounding area.

The blind spot is about 3/4 inch in diameter at one foot from the eye. At a distance of 800 feet, however, it's about 50 feet across and could easily hide an airplane. Move out to one mile and the blind spot is over 300 feet. That's enough to hide a 747 or our entire HomeWing Squadron leading the Blackjacks in a huge diamond formation. Something you really don't want to miss! Re-member last month we said two aircraft (at RV speed) heading toward one another will close one mile in less than 10 seconds.

So, what's up with this blind spot? Light entering the eye is focused on the retina at back of the eye where millions of rods and cones sense incoming rays. They send their signals to an area called the optic disc, where they connect to the optic nerve. This circular area, the optic disc, has no rods or cones and is unable to sense light -- resulting in the "blind spot."

Normally the blind spot in one eye is covered by vision in the other eye so objects are not missed. A person with only one functional eye can overcome the blind spot by constantly moving the eye so an object will not remain in that spot. Those of us with two good eyes could still "lose" an object (perhaps a plane) by staring in one direction while something (side or center windscreen trim, roll bar, pedestal mounted mag compass, large nose, etc.) blocks vision in one eye.

Let's look at a couple examples. First, stare at a prominent object (doorknob, light switch, etc.) ten or more feet away. Now, hold up your hand at arm's length to block vision of that object with your left eye. You'll see it only in your right eye. Keep your hand in place and slowly move your eyes to the left (maintaining the same elevation). The object disappears. If you're outside, try it with a car at around 300 feet away or an airplane at 800 plus feet.

What about that "large nose" -- you thought I was joking, right? For those of us blessed with a particularly prominent proboscis, try this. Look at the object again, but this time turn your head so left-eye vision is blocked by your nose (those with a small nose can experience it by placing a finger on your nose to make it larger.) Now, slowly move your eyes (don't turn your head) to the left. It's gone again.

The nose deal is not likely to be a problem since it requires a somewhat contorted position -- but the other examples using cockpit obstructions are quite real. The normal blind spot is about 15 degrees outboard of center-vision for each eye. Anything in your airplane that blocks vision in that position can create a blind spot (obviously, if the obstruction is wide enough it will block both eyes). The solution, of course, is to ALWAYS keep head and eyes moving. We normally do, but at times could we be tired and maybe a bit bored on a long cross-country flight over uninspiring terrain? Maybe day-dreaming a bit? Could we stare long enough for that unseen plane one mile away to come within 200 feet where its wingtips begin to appear? Remember that the "collision" airplane will have no relative motion in the windscreen and could remain in a blind spot if we let it.

All this might be just an interesting academic exercise. It's PROBABLY not a real threat. Right?

2006 Chapter 563 Officers

President: Steve Bonfoey, 4620 W. Hetherwood Dr. Peoria, IL. 61615, Ph. 692-6272 bonfoeys@sbcglobal.net

Vice President: Al Phipps, 6305 Suffolk Dr., Peoria, IL, 61615, Ph. 693-2943 eli2arl@aol.com

Treasurer: Jerry Pilon, 110 WindRidge Dr., Washington, IL 61571, Ph. 745-1139 pilongt@hotmail.com

Secretary: Bill Engel, 7114 N. Willow Bend Pt., Peoria, IL. 61614, Ph. 691-6466 engelwk@mtco.com

Nsletter/Web Editor: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 flyvfr@insightbb.com

Technical Advisor: Al Lurie, 605 E. Armstrong Avenue, Peoria, IL. 61603, Ph. 682-1674

Technical Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729 sesisk@mtco.com

Young Eagles: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 flyvfr@insightbb.com

Flight Advisor: Jim Hannemann, 1404 Miller St., Washington, IL. 61571, Ph. 444-4062 jrhanemann@aol.com

Flight Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729 sesisk@mtco.com

Flight Advisor: Ron Wright, 616 Kerfoot St., East Peoria, IL 61611. Ph. 694-1527 sonerairon1@netzero.net