



Illinois Valley Beacon

May 2007

Chapter 563 Chartered in 1976

Volume 14 Issue 5

The first breakfast will be held on the **First Saturday, May 5th**, in the EAA Hangar from 8:00 to 10:00 am

The regular meeting will be the **Second Thursday, May 10th**, at the EAA Hanger at 7:00 pm. Our speaker will be Brad VanBeuning of Flight 4031. He is forming an organization that will pay for high school students to get their private pilots license. It is a Christian based ministry. This goes along with the EAA's young eagle vision to pass on aviation to the youth.

Directors meeting The meeting will be held on the **Third Thursday, May 17th**, at the Chapter Hangar at 7:00P. All members are welcome to attend.

The second breakfast will be held on the **Third Saturday, May 19th**, at the Chapter Hangar from 8:00 to 10:00 am.

VOLUNTEERS NEEDED Chapter 563 is committed to be part of the Prairie Air Show on July 20,21,22. Our primary focus will be Young Eagle flights Saturday and Sunday morning from 9:00am till noon. We have done this before many times, sign up, escort to and from the airplanes, issue certificates, and take pictures. We should have six or eight members working each morning. The rest of the day we will need a couple of people to man our tent taking reservations and handing out literature.

Please call or email Steve Bonfoey or Bill Engel. Info on pg. 6.

In addition to this event the air show has a large need for volunteers to perform the list of things below.

The following is a brief description of volunteer opportunities with Prairie Air Show, Inc. for the 2007 show. While many volunteers are needed for the weekend of the air show on July 20, 21 and 22, there are various needs for help during the planning stages too. If there is any assignment that interests you and you would like further information on, please contact me, Betty Poshard, Volunteer Coordinator at www.volunteers@prairieair.org

WING-OFF — Friday, May 18th 5 to 7 people

This event is the air show kick off party where area restaurants bring in their chicken wings for all attendees to sample. There is a judging competition done by attendees as well as a celebrity judge panel. Volunteers are needed through out the event to assist in set up, cleaning tables and take down. Volunteers needed at 6:00 pm until approx. 11:00 pm.

CHALET AREA

Thursday, July 19 1:00 pm – 4:00 pm 5 to 7 people

Set up tables & chairs in all the chalet areas.

Friday, July 20 6 people each shift

9:00 am to 2:00 pm Putting table covers on 8' tables in all chalets and assisting with other tasks regarding set up.

3:00 pm to ? VIP party set up (performers & sponsors, Make-A-Wish, etc.), clean up throughout evening, tear down and help pack truck with decorations

Saturday, July 21 5 people (prefer same people Saturday & Sunday)

9:00 to end of show Volunteer's need to be able to stand long periods of time in mostly shade helping with Chalet services; counters – people that are getting lunch; entrance attendees – making sure people entering chalet have correct wrist band; set up and clean up. Lunch breaks will be provided as someone is available to cover your position.

Sunday, July 22 5 people

9:00 am to end of show Same duties as Saturday (above) and helping with taking down signs and packing things up in trailer or truck after the show.

GROUNDS & LOGISTICS

Cars – 1 lead person with team for picking up vehicles at dealership on Wed afternoon with a team of 15 volunteer licensed drivers.

Golf Carts – 2 volunteers needed to check in golf carts when they arrive on Friday, tagging and staging carts, assigning carts and keys. This volunteer duty assignment is preferred to have the same people for the entire weekend. Volunteers will also be responsible for carts being turned in on Sunday.

Signs – 1 lead person with 2 assistants needed a few hours on Tuesday (7/17) to sort and stage signs. Wednesday (7/18) signs will need to be placed in assigned areas which includes putting posts in ground and lifting. Thursday (7/19) finish putting signs in place. Friday (7/20) Saturday (7/21) and Sunday (7/22) at 0700 inspection of signs. Monday (7/23) take down signs.

Service Entrance – needs to be manned until 2200 hrs on Friday evening in addition to show hours and through clean up of show site.

Ice Cart – Volunteers needed to cart ice around to various areas of show site during show dates.

Garbage Detail – 4 volunteer drivers for garbage wagons for both Sat. and Sun. picking up garbage on show site through out event and on Sunday.

VENDORS & EXHIBITORS

Friday July 20th 8:00 am to 3:00 pm – 3 Volunteers needed to direct vendors and exhibitors to their assigned location on show site.

GENERAL VOLUNTEER NEEDS

Ticket Gates – Volunteer's at show site entrance taking tickets. VIP ticket gate entrance will be more involved with checking in people.

Golf Cart Drivers — Driving show guests to various locations on show site by golf cart.

Water Wagon— Delivery of water to volunteers and some performers on show site.

Traffic Assistance – Volunteer duties will include working at service gate entrance, parking lot etc. to assist guests entering show site.

Chalet Area – People working in the chalet area will be serving food and cleaning tables after guests. Long periods of standing required.

Autograph Tent – Volunteers working the autograph tent will be organizing guests desiring autographs from performers.

Will Call – Volunteers working the Will Call gate will be distributing pre-purchased tickets for attendees as they come in at ticket gate.

Transportation – Assist in moving vehicles from car dealership to show site and back. Vehicles are generally used by performers during show week.

Lunch Lady (Mark Dietz) – Assist with set up Friday night and Saturday morning, delivery of volunteer meals, clean up and set up for Sunday

MEETING MINUTES – 08 Mar 2007

Vice President Al Phipps called the meeting to order at 7 pm in the chapter hangar. He reminded us that the chapter has agreed to participate in Prairie AirShow this year. He asked that we look over the list of volunteer opportunities for the show and sign up on our list. He also noted our Special Breakfast on May 5, which will be widely promoted as a Benefit for Wildlife Prairie Park, in memory of our chapter member, Bill Rutherford.

Al then turned to Program Chair Chris Tate, who introduced our speaker for the evening, Director of Peoria Airports, Ken Spirito, and his assistant, John Baker.

Ken said his talk would be very informal, so, taking him at his word, we broke in frequently with comments and questions. The topics ranged from our two airports, neighboring airports, General Aviation, airline service, to funding, and politics.

Your reporter can't cover everything here, but will try to recall some high points.

Funding for airports is a major issue. In some cases money available is not received for lack of satisfactory applications. Mt. Hawley has been shortchanged in the past, resulting in deteriorating infrastructure while surrounding properties

have grown in value. Ken stated that contracts have been let to study feasibility of various alternatives for Mt. Hawley.

One alternative would be to consolidate 3MY operations at Greater Peoria. This might increase availability of certain services, but would put a crimp in activities for recreational flyers.

Another would be to sell here and relocate farther to the north, where a new facility could be built from scratch to meet all the latest standards.

The third, supported by most of us, would be to upgrade Mt. Hawley with a longer, wider runway, added approach instrumentation, such as GPS, refurbished hangars, and additional new hangars. Such improvements would lead to increased business value while not greatly impacting recreational flying. No airline service is projected.

To help in the decision, current airport tenants will be surveyed on their wants and needs. Availability of mogas was discussed. Any pertinent comments will be welcomed.

Although Ken eschews political views, he works readily with the politicians. For instance, he noted that talking with Representative Ray LaHood resulted in FAA agreement not to curtail services at PIA. We ought to thank LaHood for that, as well as writing him with concern about the proposed user fees.

Ken received a nice round of applause for sharing his thoughts with us, and for treating us to delicious cookies and coffee.

Respectfully submitted, Bill Engel, Secretary

BOARD MINUTES – April, 2007

The April Board meeting was cancelled due to a conflicting program at the 3MY FBO. Urgent business was handled by phone and the rest will be postponed till May.

Respectfully Submitted, Bill Engel, Secretary

Your editor is leaving this column and the next page in the newsletter for a second month. This is an important issue and I am giving you a second chance to take action if you haven't already.

Take a few minutes, compose your own version of the letter and let them know how the changes the FAA is proposing will effect the Cessna 150's, the Taylor Crafts, and the Zenith 601's.

Most of us will not pay the fees, we can avoid Class C, the gas tax will make car gas a better buy, but safety in the air will be compromised if we do not talk to ATC. I don't want to turn off my transponder and I hope it doesn't come to that.

Take a few minutes, write a letter.

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

SPECIAL HANGAR BREAKFAST!

Saturday, May 5, 2007

From 8 am to ?? (until the line is gone)

EAA Chapter 563 hangar,

Mt. Hawley Airport

Wives, Friends, Neighbors, Everyone Welcome!

Featuring an expanded menu

for this day only

(Regular breakfasts - first & third Saturdays)

This is a charitable effort by Chapter 563 -

All proceeds on this day will go to

benefit Wildlife Prairie Park.

WLPP is the creation of valued chapter member Bill Rutherford, who died last fall.

Donation - Five dollars per person

2006 Chapter 563 Officers

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