



# Illinois Valley Beacon

April 2008

Chapter 563 Chartered in 1976

Volume 15 Issue 4

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

**The regular meeting** will be held on the **Second Thursday, April 10th**, in the EAA Hangar starting at 7:00. **April's speaker is Melissa Johnson, Airport Operations Specialist at Greater Peoria Airport. She is new and has 7 years of Operations experience. Well be seeing her around Mt. Hawley,**

**The second breakfast** will be held on the **Third Saturday, April 19th**, in the EAA Hangar from 8:00 to 10:00.

**The Directors meeting** will be held on the **Third Thursday, April 17th**, in the EAA Hangar starting at 7:00. **All members are welcome to attend.**

## Secretary's Report

### MEETING MINUTES -13 MAR 2008

President Al Phipps called the meeting to order at 7 pm in the chapter hangar. Minutes of the February meeting were approved as printed in the Beacon.

Membership Chair Morrie Caudill reported we now have 48, 2008 members.

Bill Engel reported that he and President Al have been attending volunteer meetings for the Prairie Air Show. There is still time to volunteer on the airshow website.

Inasmuch as we have a larger than needed supply of coffee mugs it was suggested that we might sell some as souvenirs.

Al expressed the Chapter's thanks to Barry Logan for donating the english wheel (a metal forming tool).

Our program for the evening was presented by Program Chair Chris Tate. The speaker he had lined up for this night unexpectedly cancelled, so Chris spoke on a topic for which he is eminently

qualified, Aircraft Insurance. The discussion was lively, with many questions and comments from the audience. Thanks to Chris for updating us on a subject of major concern to aviators.

Respectfully Submitted, Bill Engel, Secretary

### BOARD MINUTES - 20 MAR 08

In the absence of our president and vice president the meeting was called to order by Secretary Bill Engel. Guests were Kenaniah Tate and Becky Sisk.

**Minutes** of the February Board meeting were approved as distributed, and **Finances** for February were approved as emailed to directors by Treasurer Pilon. We discussed at some length the implications of the new reporting requirements imposed by the IRS. At the board's request, the Secretary will contact EAA HQ for advice.

**Membership** Chair Morrie Caudill reports 3 new members this month.

**Program** Chair, Chris Tate, for April, has added Melissa Johnson, airport operations specialist at PIA. Previously announced for May is David Dohlman, PIA ATC manager.

Under **Properties & Safety**, Sam Sisk reported that our fire extinguishers have been serviced. He also was authorized to procure 4 sturdy, armless chairs for the chapter.

Authorization for installation of an emergency exit for our hangar is in hand, as is the door. Barry Logan will install it as soon as we get some nice weather.

A set of different-sized wheels for the english wheel donated by Barry has been bought, for a price well under that originally budgeted for purchase of the tool.

The Chapter's BD-5 project is progressing well, due to the diligence of Morrie Caudill. He is presently installing the stick control mechanism.

**Publications** Chair Morrie asks that info for the next Beacon reach him before April 1.

**Special Events** Chair Sam Sisk asked if we would be interested in helping out with the Fathers Day Breakfast at Marshall County. There is possibly some remuneration involved. The Board decided to "hang loose" for a while.

Sam reminded us of the Performance Challenge to be held Saturday, May 3. Also discussed was a possible fly-out to a Taylorville Sunday breakfast. Reportedly they put on a very good one for \$6.

Under **NEW BUSINESS**, we discussed our participation in Prairie Air Show. Young Eagles Coordinator, Bill, reports arrangements have been made with ATC, contacts have been made with Canton and Havana Chapters, some pilots are confirmed, some are tentative. Some chapter members have volunteered to help out at our tent, some have volunteered for general show help.

Anyone wanting to help the chapter should contact Bill, and anyone wanting to provide general show help should sign up on the website, [www.prairieair.org](http://www.prairieair.org). Just let them know in "comments" that you are with EAA.

The new Calendar of Events set up by EAA HQ is getting lots of input. Several Illinois chapters have input their events, so the Board decided that Ch563 should add our monthly meetings and twice-monthly breakfasts.

In response to a request from CAP, we will consider loaning them our desktop simulator.

Respectfully Submitted, Bill Engel, Secretary

## PRAIRIE AIR SHOW HELPHHELP!

Did you see the TV interview of Show Director Brett Krause? Wow! He reported that advance ticket sales this year are amazing. Based on those sales Brett is predicting a **record show turnout**. No doubt appearance of the Blue Angels this year is the big drawing card.

A turnout like this presents a great opportunity for EAA and our Young Eagles program. Last year, in spite of some obstacles, we flew over 100 kids. This year we hope to fly over 150 young people. We are getting pilots lined up, and a few folks have indicated they will help with ground support - But WE NEED MORE OF YOU! To make the flight operations run smoothly many willing hands are necessary to process the kids, and to man our EAA info tent.

BESIDES, this year we have been offered the option of earning a bit of revenue by manning some vendor booths. At this point we don't know if we'll be selling T-shirts or ice cream or what, but in any case, we need YOU!

Please contribute your time and efforts to make our involvement successful. Volunteers get fed and watered, and maybe we can get you an official show teeshirt. You can commit for Saturday or Sunday, but hopefully you can make both days.

CALL NOW, either Al Phipps (693.2943) or Bill Engel (691.6466) or email Bill at [engelwk@mtco.com](mailto:engelwk@mtco.com). THANKS!



Check out the throttle. It has a snail and a tortoise to depict slow and slower.

## The Designer Has Been Identified



The designer of this patch is no other than our Charter Member and first President, Vic DeCroix. You will have to ask him about the bear.

## Think About It

After you read the minutes I took at the Mt. Hawley Survey Meeting, March 18th. (page 7), think about a comment that was made at Thursday morning coffee.

Only 40% of the survey forms that were returned were from Mt. Hawley residents. That number is nearly equal to our Chapter 563 membership. Think of how the membership could have influenced the survey had they all been asked to submit their opinion.

## Don't Forget

Coffee and conversation every Thursday morning at the Chapter Hangar.

## PILOT SENTENCED TO JAIL FOR LYING ON MEDICAL APPLICATION

Ronald Crews was sentenced on March 20 to 16 months in federal prison and two years of supervised release after pleading guilty in 2007 to four counts of making false statements to a federal agency, according to the District of Massachusetts U.S. Attorney's Office.

Crews had lied to the FAA about his diabetes and dependence on insulin injections. The charges resulted from an investigation into a February 2002 incident in which a passenger, who happened to be a student pilot, landed the Cessna 402 Crews was flying for an air taxi flight after he suffered a diabetic seizure. "While this type of incident is extremely rare, it is a strong warning to all pilots," said Andy Cebula, AOPA executive vice president of government affairs. Read more about the incident on [AOPA Online](#).

## Service Letter

from the Nichols Airborne Division, Parker Hannifin Corp.

The gist of the Service Letter is: Parker/Airborne ceased manufacture of "Engine-Driven Air Pumps in February 2002 and they have a Mandatory Replacement Time of 6 years from date of manufacture. **Thus, ALL Parker/Airborne Engine-Driven Air Pumps are beyond their Mandatory Replacement Time and must be removed from service.**"

They state that this is **mandatory** and must happen within the next 30 days. If your aircraft contains one of these air pumps, it must be removed before the next flight.

They also state that reconditioned Parker/Airborne pumps must **not** be used.

*(sounds like a CYA letter from their attorneys)*

**EAA CHAPTER 563 - Membership Application for year 2008**

NOTE - To be a chapter member you must hold a corresponding membership in EAA.  
Phone 1.800.564.6322, with credit card handy, or they can tell you of other options.

***Blanks with an asterisk must be filled in.** Other information is optional. We do not disclose member information except for the basics required by EAA, and as may be required by law.*

For NEW members only - **At your option**, we will prorate dues for remainder of year. See Treasurer or Secretary.

**Regular Membership** (individual over age 18) **\$25 per calendar year:**

NAME \* \_\_\_\_\_ Spouse name \_\_\_\_\_  
ADDRESS \* \_\_\_\_\_  
EAA Membership Number \* \_\_\_\_\_ expiration date \* \_\_\_\_\_  
Home phone \* \_\_\_\_\_ Work phone \_\_\_\_\_ Cellular phone \_\_\_\_\_  
E-mail \_\_\_\_\_ (please provide this if you have one - it will save Chapter funds!)

**Family Membership** (spouse and/or children at home wishing to be included) **\$30 per calendar year:**

Please indicate each name as **Hus, Wife, Son, Dau** : EAA Family Membership Expiration Date \* \_\_\_\_\_  
NAME \* \_\_\_\_\_ EAA Family Membership Number \* \_\_\_\_\_  
NAME \* \_\_\_\_\_ EAA Family Membership Number \* \_\_\_\_\_  
NAME \* \_\_\_\_\_ EAA Family Membership Number \* \_\_\_\_\_  
NAME \* \_\_\_\_\_ EAA Family Membership Number \* \_\_\_\_\_  
ADDRESS \* \_\_\_\_\_  
Home phone \* \_\_\_\_\_ Work phone \_\_\_\_\_  
Cellular phone(s) \_\_\_\_\_  
E-mail(s) \_\_\_\_\_ (this info saves Chapter funds!)

**Optional information that can help us serve the chapter better:**

Approx. year you : first joined EAA \_\_\_\_\_ first joined Chapter 563 \_\_\_\_\_ had first plane ride \_\_\_\_\_  
Other aviation org. memberships \_\_\_\_\_  
Aviation-related licenses and ratings: \_\_\_\_\_  
Mil. av. experience \_\_\_\_\_  
Professional av. experience \_\_\_\_\_  
Aircraft owned (N) now (P) past \_\_\_\_\_  
Aircraft Construction (C) or Restoration (R) projects (F) Finished, (P) in Process, (T) Tabled, (D) Disposed of.  
Future projects or interests \_\_\_\_\_  
Recreational or occupational skills you could share \_\_\_\_\_  
Other personal data you think useful \_\_\_\_\_  
Any notable acquaintances? Ideas for programs? \_\_\_\_\_  
May we call on you for help with a chapter event or project? \_\_\_\_\_

Please return this form with check payable to **EAA Chapter 563**  
**To: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL, 61614**

*This will be an ongoing article submitted by Phil Jones, who you know is occupying the back corner of the EAA Hangar with his Zenith 601. He is currently running the engine and calculating the weight and balance. His title will explain it all.*

## In Over My Head

My  
Airplane-Building Adventure  
by  
Philip Jones

### Prologue

As soon as I finished installing my nav-comm radio, I turned it on to bask in the satisfaction of a job well done. To my dismay the message "comm failure" appeared on the screen. At the end of a fruitless day of calling various people for help, I was on the phone with a local avionics expert said to be friendly to amateur builders. During our conversation, he asked me something about my localizer. I asked, "What's a localizer?" To which he responded, "You don't know what a localizer is? Sounds like you're in over your head."

"Exactly!" I thought; "That just about sums up the entire project."

Most of the things I have read about building a plane concentrate on either construction techniques or the kind of equipment to put in the plane. My aim is to give a hint of what goes on during those hundreds of hours of construction.

Just what can an ordinary bloke with no airplane construction background or particular knowledge of engines and avionics expect if he (or she) is foolhardy enough to undertake such an endeavor?

### Madness Strikes

I took the check ride for my private pilot's license on 13 August 2006 and picked up the kit to build my Zenith 601 XL two days later at the factory in Mexico, Missouri. If anyone had told me I would ever be doing either just a year earlier, I would have laughed in disbelief.

It all began in October 2005 while visiting Harry Spell, a close friend who had been trying to get me interested in flying for years. Despite his

urging, I had no interest. In fact, I had never even ridden in a small plane. During the visit, he drove me to a fly-in near his home at Whiteside County Airport. As I roamed around glancing at the planes, I came upon a Sonex and its builder. The concept of an amateur-built plane was totally new to me. My reaction was similar to that of Toad in the Walt Disney feature-length cartoon of *Wind in the Willows* when he first saw an automobile. Anyone who has seen it will recall that his eyes spin like pinwheels while he sits in the middle of the road making car sounds. For some reason, I was immediately smitten.

Over the next couple of weeks, I tried to put the madness out of my mind but it became an *idée fixe*, and I finally surrendered to it. Obviously it made absolutely no sense to build a plane if I could not fly, so I decided that I would only build a plane if I could learn to fly. After six months of instruction by eight different instructors in seven different airplanes (but that is a story for another time), I did learn to fly.

During those months, I read books and researched the kind of plane I wanted to build. All of my previous building experience had been with wood but I knew I did not want a wooden plane -- doping fabric and the other problems associated with a wooden plane did not appeal to me. Nor did I want to deal with the potentially dangerous chemicals associated with a composite kit. I knew I wanted a kit because I did not want to devote several years to scratch building, and I had no confidence that I could fabricate complicated parts, since I had no metal working experience.

Having settled on an aluminum kit, my choices seemed to come down to Van's or Zenith. I chose Zenith because I wanted to use the Jabiru engine about which I had read such favorable reports and because the Zenith factory was only about 250 miles from my home. Van's in Oregon seemed a long way to go for a demonstration ride, to pick up the kit, to return for some training, and to have someone come from the factory for a test flight.

So this is it ...

*Tune in next month for the continuing saga of do  
it yourself airplanes  
Complete with pictures*

## Mt. Hawley Feasibility Study

Presented by Ken Spirito, Metropolitan Airport Director, and Chuck Taylor and Jason Franks, Crawford Murphy & Tilly. CMTEngineering—  
March 18, 2008

The meeting was opened by Ken Spirito who listed some of the changes that will take place at the Metropolitan Airport. Security is now by the County Sheriff, the fire protection is furnished by the National Guard, and the Rent A Car facility will move toward the old airport entrance at the end of Maxwell Road. He then turned the meeting over to Chuck Taylor and Jason Franks.

They reviewed the reasons for the need for the study and then got into some of the particulars of the results. The survey concluded that the runway cannot be moved due to the constraints of the surrounding buildings and the airport also needs a crosswind runway. The results are that if the runway is widened and lengthened it would solve both of these problems. (It's going to take an awfully wide runway to help those crosswinds). It was also determined that a localizer approach and an AWOS are necessary. The fuel pump would be moved to the West side and become self serve. There was concern voiced about crossing the runway, at mid field, to obtain fuel and service.

They projected the growth of the airport out to 2047. To widen the runway, the existing taxi way must be moved east toward the existing hangar row and would take up most of the current ramp. The hangars and FBO would be expanded

to the West side of the runway and this requires the acquisition of land in the North West corner of the airport.

Ken Spirito answered the question, can personally owned hangars be built if and when the land becomes available, with a definite "Yes". The location of the hangars must not interfere with the upgrading of the airport from B-1 to B-2. (I don't know what that means)

The runway must be closed to complete the widening and lengthening and the estimated time is 80 to 100 days. A possible alternative may be using the new taxi way on the West side as a runway while the runway construction takes place.

Some of the survey numbers are: (over 500 surveys were sent out and approx. 15% responded. 10% is required for it to be valid)

51% were private pilots or students  
40% were from Mt. Hawley  
32% were from PIA  
19.7% were corporate  
18.8% were sport  
90% of the aircraft require a 4000 ft. runway or less

I requested a copy of the presentation from John Backer. He will provide a CD that we can show at our next regular meeting.

Respectfully Submitted by  
M. Caudill

## 2008 Chapter 563 Officers

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