



# Illinois Valley Beacon

May 2008

Chapter 563 Chartered in 1976

Volume 15 Issue 5

**The first breakfast** will be held on the First Saturday, May 3rd, in the EAA Hangar from 8:00 to 10:00. The first **flight challenge** of 2008 will be held after breakfast. Any member with an airplane is eligible to compete. See page two for the details.

**The regular meeting** will be held on the Second Thursday, May 8th, in the EAA Hangar starting at 7:00. David Dohlman, the PIA ATC manager will be the speaker. This is your chance to ask all those questions you can't ask over the radio.

**The second breakfast** will be held on the Third Saturday, May 17th, in the EAA Hangar from 8:00 to 10:00.

**The Directors meeting** will be held on the Third Thursday, May 15th, in the EAA Hangar starting at 7:00. All members are welcome to attend.

**Chapter 563 Family Cookout** will be held on the Fourth Friday, May 23rd, in the EAA Hangar starting at 6:30. See page 3 for details.

## Secretary's Report

### MEETING MINUTES –10 April 2008

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

Members were urged to look at the EAA's new online calendar, where you can find most any event relating to aviation in any area of the country you choose. Notice that Ch563 monthly meetings are now listed there.

There has been a request from Lacon for volunteers to help with the Marshall County Fathers' Day Breakfast. It has been a fixture for many years, but the oldtime helpers are dwindling. Individuals who indicated they would help are J.

Pilon, A. Phipps, S. Sisk, B. Engel, B. Young, B. Logan.

We were reminded of the Performance Challenge coming up on May 3. Entrants are given a course to fly, and the winner is the one who can best predict his time & fuel burn. If you are interested, contact Spl. Events Chair, Sam Sisk.

President Al and Secy Bill Engel discussed our participation in the upcoming Prairie Airshow. We have all the Young Eagle pilots we need, but ground support is still needed. Our list must be turned in by Tuesday so there are no problems at the volunteer entrance. So far we have only 11 Ch563 members.

We have a crew lined up for setting up our equipment on Friday morning. Also on Friday is a Hangar Party, open to the public, which will feature \$2 drafts & wine, live music, snacks, and

cameraderie. Hours are 7 – 10 pm, admission is \$5, and entrance is from Johanson Rd.

Program Chair Chris Tate introduced our speaker for the evening, Melissa Johnson, Operations Specialist at Greater Peoria Airport. Melissa grew up in Aledo IL, and after college, where she majored in Aviation Management, she held a variety of jobs. She was in public relations for Southwest Airlines, but decided that wasn't really her forte. She was then employed, first as an operations agent, and then as Operations Supervisor, at the Midland TX airport. Before coming to Peoria in January, she spent two years in operations at the Kansas City airport. She compared the advantages of working small airports and large, and reported that Peoria suits her just fine. Melissa answered a number of questions on upcoming changes at PIA and 3MY, and received warm applause.

We finished the evening with cookies from Al, and coffee.  
Respectfully Submitted, Bill Engel, Secretary

#### **BOARD MINUTES – 17 April 08**

President Al Phipps called the meeting to order at 7 pm in the chapter hangar.

**Minutes** of the March Board meeting were approved as distributed, and **Finances** for March were approved as emailed to directors by Treasurer Pilon. Secretary Engel contacted EAA HQ about the new IRS reporting requirements. The references provided by them have made our report less troublesome (Form 990N instead of 990EZ). Bill will send it in.

**Membership** Chair Morrie Caudill is cavorting on the beach, so no report this month.

Our **Program** Chair, Chris Tate previously announced David Dohlman, PIA ATC manager, for May. The program for June is pending.

Under **Properties & Safety**, the 4 sturdy, armless chairs, previously approved, are now in use at the hangar. Also, thanks to Barry Logan, the emergency exit for our hangar has been installed. Rerouting of some electric lines will complete the job.

**Special Events** Chair Sam Sisk will look

into some cookouts to be held at the hangar. The first one is tentatively Friday evening, May 23. The Secretary will get insurance. Regarding the Fathers Day Breakfast at Marshall County, while the Board decided the chapter would not be involved, a number of individual members have volunteered to help. Sam reminded us of the Performance Challenge to be held Saturday, May 3 - - We also need a note in the Beacon for the rest of the members. For the Christmas dinner, several locations were suggested, including the Lariat.

Under **NEW BUSINESS**, we discussed our participation in Prairie Air Show. Young Eagles air and ground volunteers are lined up, but weather is looking iffy.  
Respectfully Submitted, Bill Engel, Secretary

## **Don't Forget**

Coffee and conversation every Thursday morning at the Chapter Hangar.

## **2008 Performance Challenge**

The Performance Challenge for 2008 is upon us. The Challenge will give aviators a chance to test their flight planning, navigation and pilotage skills.

***You will turn in an estimate of your time and fuel usage before take off.***

The actual course will be announced on Saturday May 3 during the breakfast. It will consist of about 100 miles and prominent checkpoints. Sounds easy, doesn't it? Did we mention that you may not use any of the following?

ADF

GPS

VOR

Loran

DME

RNAV

Digital fuel flow meter

We will be starting off with full tanks and filling again at the end of the rally. It will be up to you and the fuel marshal to determine what is full.

There are a few changes in scoring and the rules of the committee are final.

A perfect score will be zero and the scoring is as follows:

\*Time: 1 point per second error from estimate

\*Fuel: 3 points per 0.1% error from estimate or 30 points per 1% error from estimate

This is supposed to be fun and we will expect honesty and safety will be at the top of your priorities. Current charts are encouraged.

FAA rules are expected to be followed!!!

**If any pilots have empty seats, please invite other members to ride along.**

The traveling trophy will be passed to the winner/winners until the next contest.

*Last years winners, Caudill and Pilon, hope the rest of you don't show up so the trophy can stay on top of their hangar cabinet.*

Enter the contest. The more airplanes the better.

## Chapter 563 Family Cookout

**Friday, May 23** the Chapter will have the first family event of the year. A cookout at the hangar is planned and everyone is invited.

The Chapter will provide hamburgers, brats, buns, and the fire for the cookout. Please bring your favorite beverage and something to share.

We will commence to indulge ourselves at 6:30 and it will be over when it's over.

**The Piper Cub is the safest airplane in the world; it can just barely kill you." - Attributed to Max Stanley (Northrop test pilot)**

**"Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it."**



## **Check The Tires**

This is why the co-pilot gets the walk around job.

### **Some Items from the Military Manual**

**"If the enemy is in range, so are you." - Infantry Journal**

**"It is generally inadvisable to eject directly over the area you just bombed." - U.S. Air Force Manual**

**"Tracers work both ways." - U.S. Army Ordnance**

**"Five second fuses only last three seconds." - Infantry Journal**

**"Any ship can be a minesweeper. Once."**

**"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."**

**As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives; the rescuer sees a bloodied pilot and asks, "What happened?" The pilot's reply: "I don't know, I just got here myself!"**

**- Attributed to Ray Crandell (Lockheed test pilot)**

## **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 is 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

(Phase 2)

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?

### Work Begins

After building the rudder at the factory in a weekend workshop, I drove the kit home in a rental truck and immediately began work on the right wing. The workshop was invaluable. My knowledge of working with aluminum was limited to say the least -- a limitation quickly noted by my

instructors, who told me I was having a difficult time with the shears because I was holding them upside down. Among other good things, they showed me how to file down sharp corners and edges. Squeezing a hand into a hole full of sharp aluminum corners and edges is no fun, and cuts are frequent even with careful filing. My worst injury, although one would think I had been horribly disfigured by the blood stains apparent all over the aluminum skin, came from holding a piece of aluminum while drilling a hole through it. The drill went into my finger, creating a wound

that took a couple of weeks to heal. Drill bits really churn things up.



Upon completion of the wing, I rashly assumed I was well on my way to being

done, because I had been told at the factory that I would be half done when the wings were finished.

Just why people who are supposed to know what they are talking about give such wildly optimistic estimates of the time required to build a kit is a bit of a mystery to me. I suppose it is easy enough to see why factory representatives would do it; they may even believe their estimates if they are judging by the amount of time it would take them, but why neutral parties make outlandish claims is less understandable. A person who built a Zenith like mine wrote in a recent magazine article that anyone "familiar with basic tools" should be able to complete the project in less than 400

hours (the factory says 500.) Well, it took me 1300 hours to put the plane together and another 400 to complete it with wiring, instrument panel, etc., and I have yet



to do the painting preparation.

Perhaps the definition of "basic tools" used by the factory and magazine writers is a bit different from mine. I certainly found the factory's claim that only basic hand tools were required to be exaggerated. A drill press was called for several times, and a band saw may not have been an absolute necessity, but it certainly made life easier. Although I bought the factory tool kit, I was confronted with the instruction on several occasions as I worked my way through the plans to buy another tool. And these were tools unavailable from my local "helpful hardware man."

Try, for example, to find a five sixteenths-inch drill guide bushing. It sounds as if it would be something readily available, but just try to find one. Even better, how about a one and one eighth-inch flat face drill bit? I could hardly find anyone who had even heard of it. When you go to the machine tool store to have one ordered, be sure to bring your checkbook.

I might not find buying such things so irksome if I did not realize I would only use them once. When I got into the avionics and had to start buying expensive odd crimpers and similar items, matters got worse. I wonder if someone has started an online exotic tool-rental business that I have not yet found?

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

**Complete with pictures**

#####

**These are two Great Stories - BOTH TRUE  
- and worth reading! Please read all the way  
to the end to get the REAL message!**

### **STORY NUMBER ONE**

Many years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder.

Capone had a lawyer nicknamed "Easy Eddie." He was Capone's lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal maneuvering kept Big Al out

of jail for a long time.

To show his appreciation, Capone paid him very well. Not only was the money big, but also, Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block.

Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had clothes, cars, and a good education. Nothing was withheld. Price was no object

And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was.

Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name or a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify wrongs he had done.

He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name, and offer his son some

semblance of integrity. To do this, he would have to testify against The Mob, and he knew that the cost would be great. So, he testified.

Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he could ever pay. Police removed from his pockets a rosary, a crucifix, a religious medallion, and a poem clipped from a magazine.

The poem read:

The clock of life is wound but once,  
And no man has the power to tell just when the  
hands will stop  
At late or early hour. Now is the only time you  
own.  
Live, love, toil with a will.  
Place no faith in time.  
For the clock may soon be still.

Live, love, toil with a will.  
Place no faith in time.  
For the clock may soon be still.

## STORY NUMBER TWO

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare.

He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship.

His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet.

As he was returning to the mother ship he saw something that turned his blood cold: a squadron of Japanese aircraft was speeding its way toward the American fleet.

The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted .50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the

now-broken formation and fired at as many planes as possible until all his ammunition was finally spent.

Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible and rendering them unfit to fly.

Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier.

Upon arrival, he reported in and related the event surrounding his return. The film from his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had, in fact, destroyed five enemy aircraft.

This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of W.W.II, and the first Naval Aviator to win the Congressional Medal of Honor.

A year later Butch was killed in aerial combat at the age of 29. His hometown would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So, the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.

**SO WHAT DO THESE TWO STORIES HAVE TO DO WITH EACH OTHER?**

Butch O'Hare was "Easy Eddie's" son.

## **2008 Chapter 563 Officers**

President: Al Phipps, 6305 Suffolk Dr., Peoria, IL, 61615, Ph. 693-2943 eli2arl@aol.com  
Vice President: Barry Logan, 627 Coon Creek Rd., Metamora, IL 61548, Ph. 367-2697 lcci@mtco.com  
Treasurer: Jerry Pilon, 110 WindRidge Dr., Washington, IL 61571, Ph. 745-1139 plongt@hotmail.com  
Secretary: Bill Engel, 7114 N. Willow Bend Pt., Peoria, IL. 61614, Ph. 691-6466 engelwk@mtco.com  
Newsletter/Web Editor: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 flyvfr@comcast.net  
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: Bill Engel, 7114 N. Willow Bend Pt., Peoria, IL. 61614, Ph. 691-6466 engelwk@mtco.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