



# Illinois Valley Beacon

October 2009

Chapter 563 Chartered in 1976

Volume 16 Issue 10

The **First Breakfast** will be held on the **First Saturday, October 3rd**, in the EAA Hangar from 8:00 to 10:00.

The **Regular Meeting** will be held on the **Second Wednesday, October 7th**, in the EAA Hangar beginning at 7:00 pm.

The **Second Breakfast** will be held on the **Third Saturday, , October 17th**, in the EAA Hangar from 8:00 to 10:00

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

## FLY THE FORD

And we did.



Thanks to Bob Young and Chris Tate and the many sponsors they enlisted the Chapter's sponsorship of the EAA Ford

Tri-Motor was pulled off without a hitch. The fog Saturday morning slowed things down for a while but a few flights were made in the afternoon and the day was not completely lost.

Special thanks to Dave Jackson who did the mission briefing before each ride Sunday. He related the safety items to each flight and relieved some of the tensions that some had about flying on an antique airplane.



Thanks also to the Chapter volunteers that manned the safety ropes and guided the disembarking passengers and embarking passengers to and from the Ford. Many of the flights could be turned

around by stopping the starboard engine and changing passengers without stopping the other two engines.



I'm sure there will be an official reporting of the event on October 8th at the membership meeting.

Your newsletter editor received a comp. ride on the 12th flight of the day, Sunday.

Every time I fly (ride) on a historic airplane it invokes different feelings.

When I rode on, and flew, the B-17, I was thinking about how it would be flying over Germany, carrying a bomb load, to drop on who knows who, to try to stop a war. I looked over the Norden Bomb Sight at Creve Cour and had those thoughts. My friend, Ernie Thorp, flew 17 of those missions before being shot down in the North Sea. That was a difficult task for a 20 year old in 1944.

On the Ford, I was thinking of how transportation had advanced in 1929 and how it might take three or four days to travel to California.

The flight in the Ford was like most



other flights at 2000 feet. The view of the city and river was the same, but, the plane was vibrating from the un-synchronized, three engines. The interior of the plane is very neat. Everyone has a window seat. One on each side. There are no overhead racks, each seat had a small light on the side. ( I don't think they flew at night) There may have been a way to get some ventilation, but the vibration would put your butt to sleep if you rode for more than an hour.

During the 15 minute trip, the co-pilot was allowed to control the plane. It was obvious that experience made a big difference in the smoothness of the flight.

Several comments I heard from Chapter members that flew co-pilot seat were, when you turned the wheel, the ailerons where slow to respond and rudder was necessary to cause a reaction. The summation was, "That was the most uncontrollable airplane I ever flew."

Never the less. This historic aircraft has graced Peoria's airport and Chapter 563 has been the sponsor.

Another feather in the Chapter's cap.



## The Nominees Are.....

Here are the good guys who have agreed to serve on your Board of Directors for the year 2010 -

President- Bob Young  
Vice Pres- Kent Lynch  
Secretary - Don Wolcott  
Treasurer- Jerry Pilon  
Directors- Chris Tate  
Morrie Caudill  
Marty Martin

These will be formally announced at the October general meeting, but nominations from the floor will also be accepted, beginning then.

Your Committee, Steve Bonfoey, Bill Engel, Jerry Peacock

### EAA CHAPTER 563 September 10, 2009 Meeting Minutes

Meeting was called to order by President Al Phipps at 7:03 pm at the chapter hanger. There was one guest attending. That was Andy Zich

#### **Secretary's Report:**

A motion was made and seconded to approve the minutes of the August meeting as published in the newsletter. The motion was passed by voice vote.

#### **Old Business:**

Marty is planning a Young Eagle event on Saturday September 26<sup>th</sup> from 8:00am until 3:00pm at Peoria Airport coinciding with the Ford Tri Motor event.

The EAA's Ford Tri Motor will be here in Peoria on September 24<sup>th</sup> thru 27<sup>th</sup>. A sign up sheet for volunteers to help keep things organized was passed around. It was stated that anyone that is interested in helping out needs to contact Bob Young and let him know when you can provide assistance.

Jerry Pilon indicated that he was able to schedule the Christmas party on Dec 11<sup>th</sup> at Bernardi's Restaurant at Lake of the Woods shopping plaza. Cocktails at 6:00 Dinner at 7:00.

#### **New Business:**

Morrie Caudill indicated that the chapter will build a GeeBee pedal car to raffle off to make

money for the Chapter. He asked for volunteers to help with project.

The business meeting was completed at 7:35. Chris Tate introduced, Gene Olson, our speaker for the evening. Gene is the new Airport director for the Peoria International Airport. He is a Peoria native attending Peoria High School and Graduating from Augustana College. Gene started his career as a Transportation Planner for the city of Rock Island. He felt that he really wanted to work in the aviation field so changed jobs and became an Aviation Planner for St Louis and then Indianapolis Indiana. He subsequently went to work for the Indiana Aeronautics Department. His last position before coming to Peoria was as assistant Airport Manager at the Evansville Airport.

Gene is a pilot with his first solo in a PA12. He has 50hrs of tail wheel time, a Complex and High Performance endorsements. He wanted to let us know what was planned for the Mt Hawley Airport. He indicated that there are some complex issues that need to be addressed before and extension to the runway can be made. To get FAA approval a decision must be made as to what size of plane is going to drive the need for extension. If over 12,500lbs then more things have to be done. The taxiway to runway distance will need to be changed. He would like to get the extension done as soon as possible without the need for complete changes made to the taxiways. Also environmental studies must be made. He hopes to at least have the runway extension done within the next five years. This will require several million dollars that will have to come from the FAA. There is currently approximately \$300,000 available to be spent at Mt Hawley. We should be getting a little more attention in the future now that we have a pilot as Airport Director.

Respectfully Submitted:

Your Secretary Donald T. Wolcott

### MINUTES OF EAA 563 BOARD MEETING

September 17, 2009 at the Chapter Hanger

Meeting called to order by President Al Phipps at 7:07

Those in attendance were Al Phipps, Jerry Pilon, Chris Tate, Bob Young, Morrie Caudill and Don Wolcott. Also in attendance was guest Bill Engle.

**Secretaries Report:** The August Board meeting minutes was read. A motion to accept as read was made by Jerry Pilon, seconded by Al Phipps and approved by voice vote.

**Treasures report :** Jerry Pilon reviewed the financial reports that he prepared for the months of August, September and year to date. A short discussion ensued for some clarification of some of the numbers presented. Year to date report show that we are holding fairly close to the projected budget. A motion to approve treasures report as presented was made, seconded and approved by voice vote.

**Old Business:** As reported in the minutes of the regular chapter meeting on September 10<sup>th</sup> Jerry Pilon had tied down the location and date for the Chapter Christmas Party. It will be on Dec 11<sup>th</sup> at Bernardi's Restaurant at Lake of the Woods shopping Plaza.

Bob Young indicated that a commercial about the Ford Tri Motor will be shot on Monday the 21<sup>st</sup>. Bob and Chris Tate are still in need of volunteers to help with the EAA Ford Tri Motor event. Both felt the few openings they needed to cover would be filled. Chris is in the process of scheduling the businesses that were going to donate food for the crew to get lunches out to the airport each day. Rides will be given to the public from 9am to 6pm.

Bill Engle was at the meeting to respond to a previous request by the board about the long term storage of the Bede 5 project. Bill showed some drawings of how it might hang on the side wall or overhead from the Z beams. The board received the information and will discuss the matter in the future.

Bill also brought up the fact that a nominating committee needed to be established for the purposes of nominating officers for the 2010 year. This committee will be made up of Bill Engle, Steve Bonfoey and Jerry Peacock. They

will provide nominees to present at the next Chapter meeting.

**New Business:** Al Phipps brought up a point for discussion about the 403c3 Chapter status. He felt that while Bill was at the meeting it would be a good time to ask the questions since Bill knew the rules. The question was should the Chapter get involved with some charitable event and try to raise money for it. After a lengthy discussions of the matter it was decided that if anyone has any ideas please let the board know. We all want to thank Bill and Steve Bonfoey for their tireless effort in obtaining the 403c3 status for the Chapter.

Meeting was adjourned at 8:40pm

Respectively submitted: Your Secretary, Donald Wolcott

## **New Arrival @ 3MY**

You may have noticed a new looking Champ taxing at Mt. Hawley airport. Adoma Allmond has acquired a nearly new 1946 Aeronca Champ. It has new skin, new paint, a newly overhauled O-200, new tires, and most important, the wing spars have been replaced with metal spars. It's beautiful and you can get your tail dragger sign off by flying it a few hours.

All you pilots that anticipate flying in the Light Sport category, this is your opportunity to be prepared for the change. Many, many, certified aircraft are classified as Light Sport and most are the tail dragger variety.

If you can afford one of the new Light Sport aircraft, manufactured in Europe, you can stay in the tricycle type aircraft. But if you can't come up with \$100,000 you will have to choose from the many 1940's versions of tail draggers.

The EAA web site lists about 150 different certified aircraft that fall under the Light Sport limitations. Most of these are tail draggers. There are also many that do not qualify because they are slightly over the gross weight. The 100 series of Cessna are not included for that reason. They quality in all other limitations, stall speed, max. speed, two passenger, and day VFR, but are over gross weight. The FAA must be embarrassed that the LSA manufacturers can build such fast, efficient models that meet their limitations.

# October 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 <b>Brkfst</b>
4	5	6	7	8 <b>Reg Mting</b>	9	10
11	12	13	14	15 <b>Exec Mting</b>	16	17 <b>Brkfst</b>
18	19	20	21	22	23	24
25	26	<p>Unless otherwise notified, the Regular Chapter 563 meetings will be held at the Chapter Hangar at 7:00pm on the second Thursday of each month.</p> <p>All Chapter 563 breakfasts will be held at the Chapter Hangar from 8:00 am to 10:00 am on the first and third Saturday mornings.</p> <p>Unless otherwise notified, the Chapter 563 Directors meetings will be held at the Chapter</p>				
		27	28	29	30	31

## 2008 Chapter 563 Officers

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 Vice President: Robert Young, 4569 Thornhill Dr., Peoria, IL 61615, Ph. 453-5602 rwyong77@hotmail.com  
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stamp

address

**It's not going to rain Saturday  
So  
Come on out to breakfast  
For  
Hot food and good conversation**