



Illinois Valley Beacon

January 2010

Chapter 563 Chartered in 1976

Volume 17 Issue 01

The **First Breakfast** will be held on the **First Saturday, January 2nd**, in the EAA Hangar from 8:00 to 10:00.

The **Regular Membership Meeting** will be held on **the Second Thursday, January 14th**, at the Chapter 563 Hangar starting at 7:00 pm.

The **Second Breakfast** will be held on the **Third Saturday, January 16th**, in the EAA Hangar from 8:00 to 10:00

The **Directors Meeting** will be held on the **Third Thursday, January 21st**, in the EAA Hangar starting at 7:00 pm. All members are welcome to attend.

Replacement of paper pilot certificates

Just a reminder to chapter members that according to changes to FAR 61.19, by March 31, 2010, every pilot that wishes to continue their flight privileges must replace their paper pilot certificates with a plastic certificate with photo ID. This is a good snowy day project that only takes a few minutes.

All you have to do is get on to www.faa.gov and either request a replacement certificate on-line or in writing. The sequence once you get on to the FAA home page is to put the cursor on "licenses and certificates" in the header. That will bring up a number of options. Click on "airmen certification". That will bring up a page with another batch of options. Under the column "certificates", you will find an item "Replace an airmen certificate". Clicking on that will take you to a page where you can either make an online request or give you the address to write for a plastic certificate.

If you click on the "request a replacement certificate online", it will take you to a logon page. If you don't have an account already (and you may have one if you have filled out a medical form online), you can

request one. Once you have an account keyed to your e-mail account and a password, it is only a 5 minute job to request a plastic certificate.

As you work through the request, it will ask you where you want a photo pulled from. It can pull it from a driver's license, passport or government ID. Amazingly enough, if you request "driver's license", and the state you hold it in, it will pull up the license number. Proving that all of these government web sites already know more about you than you wish they would!

It will also ask if you wish to remove your social security number from your license and replace it with a random number. This is the default that the FAA wants you to follow. If you replace your paper certificate and want to keep your social security number as your pilot's license number, it will cost you \$2 to make the change. If you request a random number, it is a free change.

This is really easy, so don't forget to get it done by next spring!

Kent Lynch
Vice president – Chapter 563

Your Vice President, Kent Lynch, is taking instruction in Adama's new Champ and has agreed to write a few articles about the experience. Pay attention. You will benefit from this.

What happens when the nose gear is on the other end??

The newsletter editor of Chapter 563 has been asking members to submit stories for our monthly newsletter, so I thought that I would submit some comments on what happens when you put a 1200 hour Cherokee pilot into a 1946 Aeronca Champ. Wanting to get a tail wheel endorsement has been something I have wanted to do for nearly as long as I have flown. It is amazing, though, how difficult it is to find a school somewhere close at hand that will teach in a conventional gear airplane. My first airplane would have been a Cessna 170B if I could have found someone in central Iowa in the late 1970s that could teach me how to fly it. Instead, I ended up in a Cherokee 140, which was traded off 4 years later for an Archer II, which I still have.

For all these years, I have heard that you couldn't be a "real pilot" unless you had spent some time in a tail wheel airplane. That was reinforced by many years of Oshkosh forums, where the tail wheel pilots held forth a somewhat superior attitude over us nose gear guys. Two things came together this year to finally give me the opportunity to make the transition. First, I retired, so I now have more time to spend, not only in my Archer, but also to take advantage of opportunities to expand my flying knowledge that work wouldn't allow. Second, Allmond Aviation at Mt.Hawley airport in Peoria, Il, decided to add a Champ to their fleet for LSA and conventional gear training.

This is a beautiful bird! It was totally restored by a mechanic in western Nebraska, and now only has about 35 hours on the restoration. I have a bit over 8 hours in it, with more to come. The first flight, though, was a real eye-opener! Getting this inflexible old carcass into it was the first challenge. My body parts just don't seem to have the right

dimensions to fit the step and into the front seat. I'm tall enough that I finally decided to just to take my left foot and step directly into the cockpit (around the stick, of course), grab onto the cross braces behind the windshield, and just haul the rest of me into the front seat. Crude, but it works. Getting out is a whole different process, and I hope no one has a video camera around. It would make a killer "funniest home video" segment!

The panel was the next surprise. I have had my Archer long enough to outfit it with all sorts of IFR goodies. This thing didn't have squat! No electrical system outside of a handheld radio and a battery powered intercom. A one-needle altimeter, ball (no needle), airspeed and whiskey compass are about it. I guessed that I would have to figure out how to look out of the window again. Heel brakes were the next adventure. For engine start, you have to have to take your toes and shove the brake pedals nearly to the firewall to get the mechanical brakes to do anything. I figured out pretty fast why the instructor didn't trust me on the first start, and chocked the wheels.

You have to also be somewhat double-jointed to reach back under your left armpit to turn on the mag switch and operate the carb heat and cabin heater knobs. Not to mention reaching up over your left shoulder to move the elevator trim. It started quite nicely, though, and put forth a much nicer sound than a similar 100 horse 0-200 would in a Cessna 150. This airplane had been rebuild with the 100 horsepower engine rather than earlier 65 or 85 horse engines.

I was pretty nervous about the first taxi attempt, but that didn't seem to be that troublesome. Low speed taxi was pretty straight forward, and once I figured out the response rate of the rudder pedals, went reasonably well. You just have to herd it a bit. At least until I swung it into the wind for run up, and the tail wheel unlocked. Things happened a LOT faster, and it took a bit of doing to get it straightened out and locked again. Turns out that my feet aren't config-

ured very well to push the opposite brake pedal far enough to make something happen, while still shoving the rudder pedal.

Run up was followed by some high speed taxi practice with the tail up, the full length of the runway. That was lots more interesting.

A couple of passes for some practice and I was ready (I thought) for the first take-off. With 100 horsepower, the airplane gets up on the main gear and gets off the ground pretty fast. All I can remember is that it happened pretty fast and I seemed to use the whole width of the runway in the few seconds it took to get off the ground.

While I have always heard that Cherokee pilots are notoriously poor on the rudder, I had always worked hard at keeping things coordinated and as a point of normal operations, did side and front slips. So I figured that once it was in the air, I could keep the Champ coordinated.

What surprised me was the heavy interaction between the ailerons and rudder in this airplane. I can have the wings [level](#), but the ball is way out in the boonies. When you step on the ball, the wings react much more than the more modern airplanes do. So there was much more interaction and coordination needed between the stick and rudder pedals than I had expected. If you make a change with one, you have to change the other. After 8 hours, I don't have to think about this as much, and things are becoming more "normal", although I still occasionally find myself with the ball centered and the wings not level. I have to remember to keep a bit of lateral force on the stick to keep things balanced. That is much more notable on a stick than on the control wheel in the modern airplanes.

During the first flight, we spent time on basic airwork, to get this coordination figured out. Shallow and steep turns and stalls were pretty reasonable. I guess that this is what you would call an "honest" airplane. It is pretty straightforward (once you figure out the rudder/aileron coordination) in the air.

Now comes the first landing. In the pattern, I had to remember to pull on the carb

heat. You don't do that normally in an Archer.

The pattern was also much closer to the runway than I normally do. I am going to have to think about that a bit while flying the Archer. I don't think that I fly a real wide pattern in my airplane, but clearly, the Champ stays in about 1/3 the airspace that I normally use. It also comes down a lot faster as well. When you pull off the power, it comes down! With no flaps, front slips are the norm, but it comes down fast enough without power that you don't have to slip it all the time.

Landings are clearly different, to say the least. The instructor clearly had more involvement than I did, but I managed to keep it on the runway. Over the last 8 hours, I have probably done 35 landings on hard surfaces at two airports and grass at a neat field in Bradford, Illinois. The airplane clearly likes grass more than asphalt. I think that I am finally getting to the point where I can at least figure out what is going on and have made a few decent landings, lots of arrivals, and a couple of near religious experiences (if you know what I mean).

We are starting to explore wheel landings versus three pointers. The airplane seems to like somewhat tail-low wheel landings on hard surfaces and three pointers on grass. The instructor and I had to establish a bit of a new language, as I was getting more three-points on hard surface landings, instead of lower speed wheel landings.

I finally got what he was asking for on about the 6th hour, and things started improving more rapidly. Then, came my most recent lesson.

I was feeling a bit more confident and was pretty geared up (so to speak) to get out and try it again. What had changed, though, was that past lessons were in no wind, or heavy wind down-the-runway situations. The most recent one had a developing crosswind, that moved (over 5 landings) from southwest, to west, to northwest. We ended up changing runways during the flight, and I really tightened up a lot as the first landing had a real good approach, and a really sideways landing that found us right at the edge of the runway.

That was salvaged by adding power, straightening out, and taking off again.

The lesson ended up getting cut short by developing rain and low ceilings, but frankly, I was getting pretty stressed out by how the airplane reacted to a heavy, shifting crosswind. In our post flight discussion, I really learned that there just has to be more crosswind aileron correction and somewhat more aggressive, leading rudder corrections. The Champ will stay on one main gear wheel longer than I am used to in the Cherokee. This lesson really pointed out that I have to fly the thing every second.

I am ready for the next round, and looking forward to learning what I can about flying with the "steering wheel" out back. I want to get beyond just getting the sign-off, and get 25 or 30 hours in the airplane to see what it can teach me. It is definitely fun, and who knows – maybe I'll have to add something with a tail wheel to the hanger with the Archer.

Kent Lynch

Editor: Stay tuned, Next month will be more exciting.

We always announce the birth of a new airplane in the Chapter no matter what class, size, or origin.

I'm pleased to announce the new addition to the Sam Sisk family. The Christian Eagle (below) will give Sam and Becky's new granddaughter her first flying lessons.



Another GB is being constructed in the EAA Hangar and should be ready for a Spring presentation.

2008 Chapter 563 Officers

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**MINUTES OF EAA 563 BOARD
MEETING
Dec 3, 2009 at the Chapter Hanger**

The meeting was called to order by Chapter President Al Phipps at 7:10 pm.

Those in attendance were Al Phipps, Bob Young, Don Wolcott Jerry Pilon and Chris Tate. This constituted a quorum. Also in attendance were Sam Sisk, Vern Martin and Joe Ernst.

Secretary's Report:

There was no meeting held in November due to lack of a quorum. The October board meeting minutes were read by Don Wolcott. The minutes were approved as read by voice vote.

Treasure's Report:

Treasure Jerry Pilon reported that the chapter had received from EAA \$1050 for our portion of the proceeds from the Ford Tri-motor visit. Through November the chapter has stayed under budget by \$843. This does not include expenses in December that could exceed what was budgeted for the month. A motion was made by Morrie Caudill and seconded Bob Young to accept the report as presented. Approved by voice vote.

Old Business:

There was no known old business that needed to be handled.

New Business:

A motion was made to allow Phil Jones to use the Chapter hanger, under the rules for Hanger usage, to make required repairs to his 601XL seconded by Marty and approved by voice vote. A motion was made by Marty to conduct a silent auction run by Sam Sisk at the Christmas Dinner for 2 headsets donated by Bill Engel and 1 hour tail wheel instruction by Allmond Adama seconded by Morrie and approved by voice vote.

Al Phipps turned over the role of President to Bob Young. Bob proceeded to seat the new officers for 2010: Vice President Kent Lynch, Secretary Donald Wolcott and Treasurer Jerry Pilon. Bob Then installed the directors for 2010: Morrie Caudill, Chris Tate and Al Phipps

The next order of business was to elect the Standing Committee Chairman.

Morrie Caudill was re-elected to the be Membership committee

Chris Tate was re-elected to be Program Chairman

Al Phipps was elected to be Youth Outreach Chairman

Jerry Pilon was elected to be Public Relations Chairman

Kent Lynch was elected to be Property & Safety Chairman with Joe Ernst as V. Ch.

A special meeting was set for after breakfast on the 19th to Elect the Special Events Chairman.

On the 19th Bob Young was elected to be Special Events Chairman with Kent Lynch as V. CH.

Meeting adjourned at 8:30.

Respectively Submitted;

Your Secretary Donald Wolcott



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stamp

address



The Regular Chapter563 meetings will be held at the Chapter Hangar at 7:00pm on the second Thursday of each month.
 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.
 The Chapter 563 Directors meetings will be held at the Chapter Hangar on the third Thursday of each month at 7:00pm.