



Illinois Valley Beacon

January 2012

Chapter 563 Chartered in 1976

Volume 18 Issue 12

The **First Breakfast** will be held on the **First Saturday, January 7th**, in the EAA Hangar from 8:00 to 10:00.

The **Regular Meeting** will be held on the **Second Thursday, January 12th**, in the EAA Hangar.

The **Second Breakfast** will be held on the **Third Saturday, January 21st**, in the EAA Hangar from 8:00 to 10:00

The **Directors Meeting** will be held on the **Third Thursday, January 19th**, in the EAA Hangar starting at 7:00 pm. All members are welcome to attend.

IN MEMORY OF FRANCES McLAUGHIN

On Dec 2, 2011, at 6:10 PM, Morrie Caudill wrote:

For those of you that don't see the Peoria Journal Star, F.C. Mac McLaughin died last week.

He has been cremated and there will be no service at this time. Next spring, Jeanie, his wife, wants to get together to celebrate his life. (date to be announced later). The attached picture was



taken at the National Guard Base when he was promoted to Colonel in the Civil Air Patrol. Mac signed my ticket on 10/10/92 after flying with their club for six months. He was a grand old pilot.

These are some of the responses I received.

I regret to inform you that Lt. Col Francis C. "Mac" McLaughlin passed away on November 23. "Mac", as many of us knew him was one of the original members of CAP during World War II. Many of you participated in the Ceremony this spring in which we honored him. "Mac" was an enormous contributor to aviation in Central Illinois.

- > Carl Hendricksen, Capt., CAP
- > Commander Peoria Composite Squadron

Sad. He gave me my instrument check ride.
Bill Hounshell

He signed my pilot certificate and log book on October 2, 1982.

Bill Larson

Sorry to hear about Mac. I read the obits in the PJS but missed that one. He signed three of my six ratings. I took one of his trips in 1973 to Florida with him and Jean. He was also running the Mt Hawley airport when I got my Private in 1960. I also remember him doing aerobatics in a borrowed Navion over the Peoria airport in the late 70s. I don't know how he got clearance to do that.

He was a great guy.

Brian Briggerman

I don't know how I got on your e-mail list but I do appreciate the effort you apply in forwarding interesting articles and keeping the aviation spirit high at PIA. If you don't remember me, I was the guy in charge of the Prairie Air Show when it first came to Peoria (thank goodness I was not present the last several years) I also participate in EAA at a national level by being one of the three announcers sanctioned to work the air show at OSH (I also do Sun'N'Fun) but, be all that as it may, I am touched by your recognition of Mac, he gave me both my private and instrument check rides as he did so

many others I know. I actually had many chances to meet with Mac and Jeanie over the years and grew to be really fond of them. Again thanks for the heads up on this, living in Bloomington I would have never heard of his passing. Blue Skies to Mac!

Dave Keim

He was quite a guy. I, too, took a couple of check rides with him... Instrument and Multi-engine, back in '73. Had to file and fly IFR back to Bloomington and the ink still wasn't dry on my new Instrument rating. I was scared shitless and knowing what I know now, I didn't know my ass from a hole in the ground!

Norm Clark

EAA CHAPTER 563 December 8th 2011 Meeting Minutes

The meeting was called to order by Vice President San Sisk 7:00.

Secretary's Report:

A motion was made, seconded and approved by voice vote to accept the minutes as posted in the newsletter.

Treasure's Report:

Jerry did a quick report on a tentative budget for 2012. Some discussion ensued around the projected deficit in this budget due to a reduction in income to the chapter in 2012. Jerry and Al Phipps are going to continue to work on the budget to find a way to make it balance and present it to the chapter at the January meeting. Since the airport authority has hired someone full time to work at Mt Hawley our volunteer work of mowing grass will not be needed this year.

Old Business:

Sam reminded everyone about the Christmas party on December 17th.

New Business:

If the chapter desires to host it, the Ford Tri-motor is scheduled to return to Peoria this year. We should have a scheduled date for the visit in the near future.

Jeff Wales made a donation to the chapter for helping him with the mowing on the airport grounds. The chapter members present were very appreciative of Jeff's continued support of the chapter.

A motion was made to amend standing rule 1 to raise the

chapter dues to 30\$/yr for individual and \$35 for a family membership. Seconded by Jerry Pilon and approved by a show of hands. This was done to help raise a little more income for the chapter in 2012

Greg Lepine and Ron Wright gave a presentation on their latest project. Thru their search to find a project they accidentally found what turned out to be the #1 Pazmany prototype airplane. Their goal is to completely restore this to original condition and display it at Air Venture this year. They have secured several sponsors to help with the cost of the restoration. Further information and how the chapter may be able to be part of this restoration will be presented at the meeting in January. This project is a real piece of history that you may want to learn more about and even become involved with the restoration.

Respectfully submitted:

Your Secretary
Donald Wolcott

Year end statistics on Airport pat- down screening from the Atlanta Airport TSA office

Terrorist Plots Discovered 0
Transvestites 133
Hernias 1,485
Hemorrhoid Cases 3,172
Incontinence 6,418
Enlarged Prostates 8,249
Breast Implants 59,350
Natural Blondes 3

This is a great piece of WWII film. It features the
B-29's in the South Pacific

Copy this link in your browser

<http://www.archive.org/details/TheLastBomb1945>



Welcome to Sam Evans Aviation located at Logan County Airport (AAA), 1351 Airport Rd, Lincoln, IL 62656. My cell # is (217) 737-2428.

As an introduction I would like to offer you an Annual Inspection for \$250.00. You will do much of the work while learning more about your aircraft & what is involved in its maintenance. I will be helping by instructing & demonstrating how & why you are performing the tasks at hand.

I have been working on airplanes since 1962. I have had an A&P license since 1971 & an Inspection Authorization since 1980. I have experience on airplanes ranging in size from ultra-lights to B-52s.

We will complete your inspection in 2 days or less. It will be within the scope & detail of Appendix D of FAR 43. The work will be accomplished using the appropriate manufacturer's manuals for your aircraft & AC.43 13. 1A. If your aircraft flew in it should be able to fly out. This does not mean it is Airworthy by FAA standards. If for some reason the airplane is found to be Unairworthy we will work together in finding a fair & reasonable way to get you Airworthy. I want you back in the air & spending your money on enjoying flying. I would like to see you back in 12 months for your next inspection.

There is a high probability that you will need some parts i.e. oil, oil & induction filters, brakes & tires, etc. These will be available & reasonably priced. I will accept used parts that are airworthy. Have a properly operating ELT with a current battery to save time & money. I will credit you the difference in local fuel prices & \$4.00 a gallon for 8 gallons to get you here, if you buy it here.

There is much to do in Lincoln & the surrounding area so consider bringing family & friends. If you have questions call or drop in. Seriously consider doing your next Annual with me. I will work to make it pleasant & rewarding experience. I seldom perform a first inspection without finding something you will consider worthwhile & may pay for the Annual or save your butt.

Blessings,

Sam
Sam

Letter from an airline pilot:

He writes: My lead flight attendant came to me and said, "We have an H.R. On this flight." (H.R. Stands for human remains.) "Are they military?" I asked.

'Yes', she said.

'Is there an escort?' I asked.

'Yes, I already assigned him a seat'.

'Would you please tell him to come to the flight deck. You can board him early," I said..

A short while later, a young army sergeant entered the flight deck. He was the image of the perfectly dressed soldier. He introduced himself and I asked him about his soldier. The escorts of these fallen soldiers talk about them as if they are still alive and still with us.

'My soldier is on his way back to Virginia ,' he said. He proceeded to answer my questions, but offered no words. I asked him if there was anything I could do for him and he said no. I told him that he had the toughest job in the military and that I appreciated the work that he does for the families of our fallen soldiers. The first officer and I got up out of our seats to shake his hand. He left the flight deck to find his seat.

We completed our preflight checks, pushed back and performed an uneventful departure. About 30 minutes into our flight I received a call from the lead flight attendant in the cabin. 'I just found out the family of the soldier we are carrying, is on board', she said. She then proceeded to tell me that the father, mother, wife and 2-year old daughter were escorting their son, husband, and father home. The family was upset because they were unable to see the container that the soldier was in before we left. We were on our way to a major hub at which the family was going to wait four hours for the connecting flight home to Virginia .

The father of the soldier told the flight attendant that knowing his son was below him in the cargo compartment and being unable to see him was too much for him and the family to bear. He had asked the flight attendant if there was anything that could be done to allow them to see him upon our arrival.

The family wanted to be outside by the cargo door to watch the soldier being taken off the airplane. I could hear the desperation in the flight attendants voice when she asked me if there was anything I could do. 'I'm on it', I said. I told her that I would get back to her.

Airborne communication with my company normally occurs in the form of e-mail like messages. I decided to bypass this system and contact my flight dispatcher directly on a Secondary radio. There is a radio operator in the operations control center who connects you to the telephone of the dispatcher. I was in direct contact with the dispatcher. I explained the situation I had on board with the family and what it was the family wanted. He said he understood and that he would get back to me.

Two hours went by and I had not heard from the dispatcher. We were going to get busy soon and I needed to know what to tell the family. I sent a text message asking for an update. I Saved the return message from the dispatcher and the following is the text:

'Captain, sorry it has taken so long to get back to you. There is policy on this now and I had to check on a few things. Upon your arrival a dedicated escort team will meet the aircraft. The team will escort the family to the ramp and plane side. A van will be used to load the remains with a secondary van for the family. The family will be taken to their departure area and escorted into the terminal where the remains can be seen on the ramp. It is a private area for the family only. When the connecting aircraft arrives, the family will be escorted onto the ramp and plane side to watch the remains being loaded for the final leg home. Captain, most of us here in flight control are veterans.. Please pass our condolences on to the family. Thanks.'

I sent a message back telling flight control thanks for a good job. I printed out the message and gave it to the lead flight attendant to pass on to the father. The lead flight attendant was very thankful and told me, 'You have no idea how much this will mean to them.'

Things started getting busy for the descent, approach and landing. After landing, we cleared the runway and taxied to the ramp area. The ramp is huge with 15 gates on either side of the alleyway. It is always a busy area with aircraft maneuvering every which way to enter and exit. When we entered the ramp and checked in with the ramp controller, we were told that all traffic was being held for us.

'There is a team in place to meet the aircraft', we were told. It looked like it was all coming together, then I realized that once we turned the seat belt sign off, everyone would stand up at once and delay the family from getting off the airplane. As we approached our gate, I asked the copilot to tell the ramp controller we were going to stop short of the gate to make an announcement to the passengers. He did that and the ramp controller said, 'Take your time.'

I stopped the aircraft and set the parking brake. I pushed the public address button and said, 'Ladies and gentleman, this is your Captain speaking I have stopped short of our gate to make a special announcement. We have a passenger on board who deserves our you.'

We continued the turn to the gate, came to a stop and started our shutdown procedures. A couple of minutes later I opened the cockpit door. I found the two forward flight attendants crying, something you just do not see. I was told that after we came to a stop, every passenger on the aircraft stayed in their seats, waiting for the family to exit the aircraft.

When the family got up and gathered their things, a passenger slowly started to clap his hands. Moments later more passengers joined in and soon the entire aircraft was clapping. Words of 'God Bless You', 'I'm sorry, thank you, be proud, and other kind words were uttered to the family as they made their way down the aisle and out of the airplane. They were escorted down to the ramp to finally be with their loved one.

Many of the passengers disembarking thanked me for the announcement I made. They were just words, I told them, I could say them over and over again, but nothing I say will bring back that brave soldier.

I respectfully ask that all of you reflect on this event and the sacrifices that millions of our men and women have made to ensure our freedom and safety in these United States of AMERICA

Ron and Greg are at it again

New Pictures

If you can use it to help ' fill ' the Chapter Newsletter.... the enclosed info. and fotos.... on our Tiger Cub project is available , to you , as needed....

This project was about..... 65% complete [when Greg and I picked it up - in Texas - earlier this year] with ONLY..... 85% [of it] left to complete it !!!!

We will be using a Kawasaki 440 A, 2 stroke engine... using a 2.5 : 1..... cog-belt , prop , reduction drive system, turning a 2 bladed wooden prop.

This is a ' single-place ' machine..... and we are trying to make it FIT.... the Part 103 " Ultralight " category ; THIS will be a BIG challenge !!!!

Fuselage / folding- wings / tailfeathers.... are all ' pop ' riveted ' aluminum tubing . We will ' cover ' this a/c with a Dacron fabric... using the Stewart Fabric System.... to glue / seal / and primer-coat ... the fabric.

Landing gear is a combination of solid fiberglass rod... [to provide flexibility]... and H.D. aluminum tubing [for support]....Main gear will have... individual mechanical brakes.... similar to what we installed on the UL-14 Ultralight project..... still NOT test-flown !!!!!

I'll keep you up-dated on our progress..... but we would like to be able to finish this one... by the end of this year..... so that Greg and I can then begin...a TOTAL restoration..... on an *HISTORIC* mystery Experimental a/c !!!!!

The Mystery has been Exposed

This ' mystery ' a/c is : a [past] Oshkosh Award winner..... ; all aluminum ; powered by a converted V.W. engine ; single place ; was originally built by an Aeronautical Engineer ; and looks like a scaled-down W.W. II fighter !!!!!

The mystery plane is a PAZ. In fact it's the original PAZ. Number honking one. Come to the January membership meeting to hear the full story.

Ron and Greg



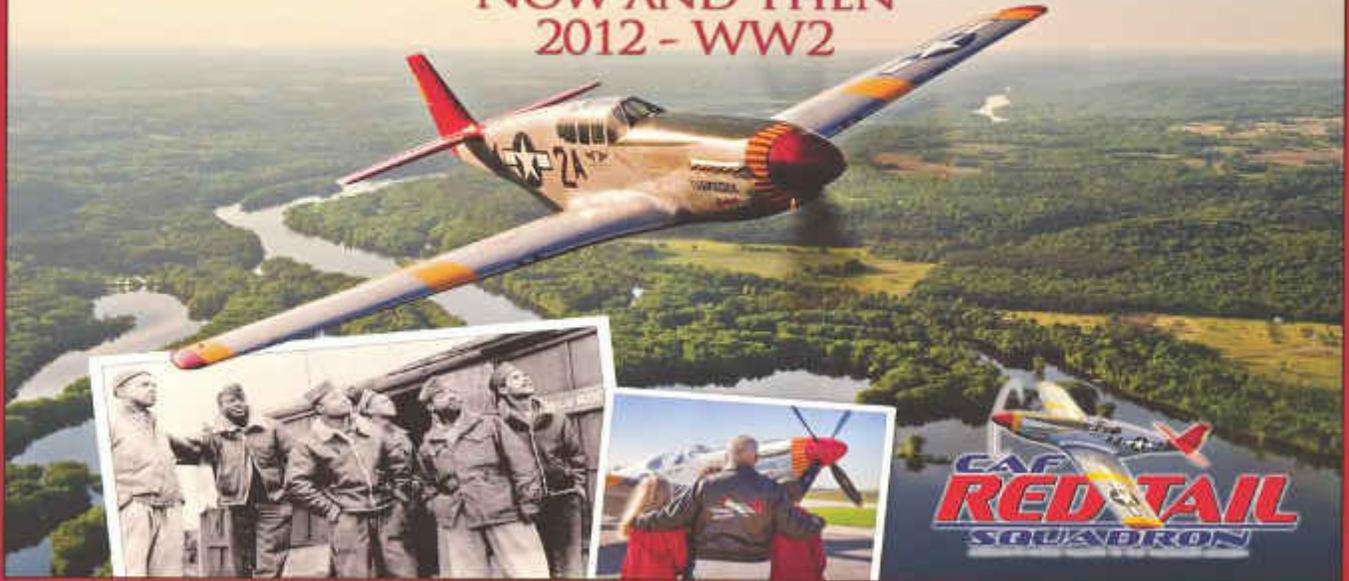
President: Robert Young, 105 E. Northgate Rd., Peoria, IL, 61614, Ph. 453-5602, rwyong77@hotmail.com
Vise Pres. Jerry Pilon, 110 WindRidge Dr., Washington, IL 61571, Ph. 472-1139 plongt@hotmail.com
Treasurer: Al Phipps, 6305 N Suffolk Dr., Peoria, IL 61615-2742 , Ph. 693-2943 eli2arl@aol.com
Secretary: Don Wolcot, 7204 Dogwood Ln., Brimfield, IL. 61517, Ph. 446-9568 donwolcott@sbcglobal.net
Nsletter/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@gotsky.com
Young Eagles: Rob Meyer, 408 Elizabeth Pt., Metamora, IL, 61548-9570, Ph. 393-2919 remsam@mediacombb.net
Flight Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729 sesisk@gotsky.com



COMMEMORATIVE AIR FORCE

RED TAIL

NOW AND THEN 2012 - WW2



JANUARY



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 <small>New Year's Day</small>	2	3	4	5	6	7 First Breakfast
8	9	10	11	12 Regular Meeting	13	14
15	16 <small>Martin Luther King Jr's Birthley (Observed)</small>	17	18	19 Directors Meeting	20	21 Second Breakfast
22	23	24	25	26	27	28
29	30	31				

The Regular Chapter 563 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.