



# Illinois Valley Beacon

February

Chapter 563 Chartered in 1976

Volume 20 Issue 2

## MINUTES OF EAA 563 BOARD MEETING

January 18<sup>th</sup>, 2013 at the Chapter Hanger

Meeting called to order by President Sam Sisk at 7:00 pm

Those in attendance were Sam Sisk, Rob Meyer Morrie Caudil, Jerry Pilon, Jeff Meyer, Greg Le-pine, Bob Young and Don Wolcott.

### Secretary report:

The December Special Board Meeting minutes approved as read by voice vote.

Treasurer's report: Jerry Pilon provided the treasurer's report

### New Business:

Sam stated that at all board meeting in the future he would like each committee chairman provide a report relevant to their committees.

Standing Order number 10 of the Chapter by-laws needs to be changed to reflect the current rental charge for the End Cap of \$20/mo per tenant. Also the current rental rates for the hangar at \$160/mo/ plane and \$90/mo for a project. Standing Order Number 11 Casual Use statement needs to be updated stating that the charge is \$10/day not to exceed \$160 for 30 days. Motion made to approve this updating by Jerry Pilon, seconded by Rob Meyer and approved by majority vote.

Membership Chairman, Morrie Caudil stated that he will be sending out letters to the membership reminding them of the dues for 2013.

Program Chairman Jeff Meyer stated that for the

next Chapter meeting we will be showing an aviation movie to be announced.

Special Events chairman stated that we will have a fly in drive in event set for warmer weather, maybe as early as March. Rob stated that we need some type of special event that can be done every year to raise money to support the budget. NEED IDEAS!

Youth Outreach Chairman Rob Meyer stated that EAA has an Explorer Event at Oshkosh during the annual Air Venture. The Explorers do volunteer work for part of a day and the rest they have to attend the event. There is a small cost for them to attend which includes lodging and meals. We may want to see if we can find donors to help send several of our Explorers to this event at Oshkosh.

Other business: Once the Standing Orders are updated Bob Young volunteered to make several copies of the Chapter Bylaws for the membership.

Meeting adjourned at 8:02

Respectfully submitted:

Your Secretary Donald Wolcott

# OneX 107

Well here it is February already. I've only been working on 107 for a little over three months and it's too late to turn back now. I haven't reached the point where I feel "in over my head".

Several things have happened since last month's article. My Christmas present, a beautiful Sensenich wood prop, arrived a couple of days ago and my engine should be delivered tomorrow.

Let's start with the landing gear. I told you that after I installed the gear I found the right wheel to be toed out. At the time I estimated it to be three degrees. I believe it was a manufacturing defect caused by the person bending the gear. The axle end of the gear on the right side was bent from the angled side of the gear instead of the straight side. Soon after that I took the gear off and checked it out on the bench and it was closer to five degrees. Sonex asked me to send it back, which I did, and last week they sent me a new one that is correct. I am reinstalling that one as we speak.

The nose gear was the next "kit" to be installed. The nose wheel and mount come with the Onex kit but the hardware does not. The only hardware Sonex supplies is rivets. The nose gear hardware kit is made up, and supplied as a separate kit, by Wicks, just like the rest of the hardware necessary to build the fuselage and wings.

My belief is that airplanes are designed by engineers that start with the wings and end up adding things like, nose wheels, engines, and instruments, that they have not allowed room for, no matter what problems they cause. Obviously, the nose gear was a late addition to this airplane, since the rest of the fleet are tail draggers. The engine mount is universal, in that a plate is there to mount the nose gear shaft but a frame is required to add support for the loads. The extra frame adds several additional support struts to the firewall. You can also see in the picture about two inches of nose strut tubing sticking out of the top of the mount. This isn't a problem until you build the battery box and try to mount it like it's shown on the print.



I had to cut the top of the gear tube off to get the box in at all, and could not move it to the right due to the strut. The box shown is built for, and contains an Odyssey dry cell battery.



The other problem connected with the nose gear is the nose gear steering. In the first photo you can see the steering cables coming from the bottom corner of the firewall up to the top of the strut. The suggested

way to do this is to run the cables around pulleys and connect them to the rudder pedals. The cables aren't that long and an aluminum strap is used to make up the difference depending on the position of the pedals. There is no way suggested to adjust the tension or adjust the rudder/nose gear steering. Browsing through



Wicks Catalog I came across these cable adjusters that fit the bill perfectly. They attach to different style cable ends and are much shorter than turnbuckles.

In the middle of all this I am reminded that I am still a part owner of a Cessna 150 and am responsible for the maintenance. The annual was due and my partners were indisposed for different reasons, so, a week or so was dedicated to the "old" airplane. I never in all my life thought I would be involved in two airplanes at the same time. But I think it is critical to remain current and capable as much as possible during the build period of another plane. Flying once a week in the system should be a minimum amount of time to be competent. I know of builders who thought renting a C-150 once a month was enough. Not true. Age and lack of training are dragging us all down. Life is wasted on the young.

Keep looking up

## Aviation Exploring Report for January 2013

On January 5 our Explorers met at the hanger and continued to work on their toolbox projects. Some of them finished this project and they helped others make progress.

We had been planning to go to Springfield on Saturday January 19 to visit the Lincoln Land College Airframe and Powerplant training program as well as the Air Combat Museum. Unfortunately when we called to confirm this date with everyone it turns out many of our Explorers had conflicts. Therefore we will re-schedule the trip to Springfield in the future when most of them can attend. On the 19<sup>th</sup> our Explorers did visit the Marshall County Airport in Lacon. Barry Logan, the Airport Manager gave us a tour of the operations and discussed career opportunities and their flight training program. Marshall County Airport is in the midst of a runway expansion project and they have started re-modeling other facilities at the airport..... it is a very friendly airport with some interesting airplanes.

The Boy Scout Council requires all Explorer Posts to be re-chartered every year. This involves updating the Explorer and Adult Leader rosters and paying dues for 2013. The EAA Chapter Board of Directors voted to continue to sponsor our Aviation Explorer Post in 2013 and the Chapter's approved budget for 2013 includes funding to support these activities.

Rob Meyer

Attached below is a log of our planned activities.

	Peoria Aviation Exploer Post 563 at Mt. Hawley Airport
2/2/13	3 Hour Tool Box Workshop
2/16/13	Visit Air National Guard at Peoria
3/2/13	Balsa Model Workshop
3/16/13	Flight Training School-Adama Almond

Please call me if you have questions, comments or suggestions.

Thanks,



FEBRUARY 2013 FÉVRIER - FEBRUIO						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
27	28	29	30	31	1	2 First Breakfast
3	4	5	6	7	8	9
10	11	12	13	14 Regular Meeting	15	16 Second Breakfast
17	18	19	20	21 Directors Meeting	22	23
24	25	26	27	28		

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.