



Illinois Valley Beacon

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Chapter 563 Chartered in 1976

Volume 21 Issue 1

Happy New Year Everyone

From your editor

Well, we are once again starting a new year for EAA Chapter 563. On Nov. 8, 2001 I was elected/volunteered to be newsletter editor. I felt sorry for Dennis Mellon, who had been writing it for the previous eight years.

So here I am, twelve years later, trying to put enough words together to send you a newsletter worth reading.

I'd like to comment on the Holiday Dinner Party that was held at Sazani's Restaurant. I think our Public Events Chairman, Jerry Pilon did an excellent job in setting this one up. I'm not crazy about buffets, for obvious reasons, especially at a place where I have had excellent meals ordered from the menu. But, it was handled very well and the food selection and quality was very good.

The atmosphere was very nice. For those of you that could not attend, we were in a private room with fire place, seated at round tables for eight. Much better for conversation than the straight tables at previous places. One of the compliments most mentioned by those that ordered wine was, they fill the wine glass to the top. Unheard of any where else in Peoria.

I believe there were only 28 or 30 of us in attendance. I hope we schedule there next year and you are advised to not miss this one again.

EAA Chapter 563
December 12th 2013
Board Meeting Minutes

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

In attendance were Morrie Caudill, Don Wolcott, Greg LePine, Rob Meyer Jeff Meyer Jerry Pilon and Sam Sisk. Gene Olson Airport Director as well as three Chapter members were in attendance also.

Treasurer's Report: Jerry presented the finance report with year to date expenditures and year to date budget totals. Rob made motion to accept seconded by Greg and passed by voice vote.

Secretary's Report: The minutes from the last board meeting were approved as read.

Gene Olson attended at the boards request to explain how the hangar rental agreements were written, what they mean and how they are applied. Gene spent quite a bit of time answering several questions about the plans for Mt Hawley and the potential timing of the possible improvements. We also asked about the possibility of the chapter having a hangar somewhere up near the North end tie down area with thru the fence access to the field. Also a discussion about having auto fuel on the Ramp for those planes that can use it. He stated that this would be the responsibility the FBO to decide if it could or could not be done. We thanked Gene for attending and answering our questions.

Committee reports:

Membership: None

Program: Jeff stated he had a movie for January

Property and Safety: Greg stated that he found push button combination locks that could be used for both the front and back door. Rob made motion to purchase these locks 2nd by Greg and approved by voice vote.

Publications: None

Special Events: None

Youth outreach: At the previous Board meeting a three member committee was given the job of de-

termining how a scholarship program might be structured so the board could put together a comprehensive plan to present to the membership for approval. Steve Bonfoey, one of the three committee members provided a report and stated that he didn't feel that we should be setting up a scholarship program at this time because we don't know what our finances are going to look like next year and beyond. He did suggest that if and when we did it might be easier to just give the money to some place like ICC and let them determine who to give it too. Rob stated that we should still give thought to and at least plan for a scholarship program and then determine on a year to year basis if we can fund it. Jerry made a motion that we should at least plan around a \$3,000 number and see what could be done. The discussion then evolved around how to budget for these dollars. After further discussion a vote was taken and passed with three dissenting votes. After further discussion it was decided to table this item until there was more consensus among board members as to whether or not to even have a scholarship program at all. Steve mentioned that he would like to raise the question to the membership at the next meeting about just giving \$1,000 to Lincoln College for a scholarship. No motion was made and no vote was taken on the suggestion.

Meeting adjourned at 9:55

Respectively Submitted; Your Secretary Donald Wolcott

Just a quick up-date on the PAZ

A new Airworthiness Certificate was issued to the PAZ last December [2012] and I had made one..... short flight down the runway but had to land it due to an oil leak from the valve cover.

THIS is NOT an uncommon problem for a VW engine as it indicates that a person { me } had improperly installed the new valve cover gaskets !!!!!!!!!!!

That problem was corrected and I was able to ' fly-off ' the required 40 hours of in-flight testing hours by April of 2013.

During this 'test-flight ' period the engine most always

seemed to run "rough" so after landing we [Greg and I] would 'check-out ' the various components that could possibly cause a "rough " engine condition.

We could NEVER find the cause of the 'rough-engine ' problem, BUT we became really well educated on ALL the various VW engine systems, electrical ; ignition ; timing ; fuel-delivery ; etc. !!!!!!!

During one of the periods where the PAZ was grounded I had removed the main canopy to allow better access to the cockpit interior and had placed the canopy in a BAD location allowing it to CRACK when I had dropped a heavy tool on it !!!!!!!!!!!!!!!

YIKES !!!!!!!!!!!!!!! Not only was the canopy CRACKED but I could NOT find a company that would be able to make a new one !!!!!!!!!!!!!!!

On a desperate plea / hunch I contacted Mitch Garner (THANK YOU , MITCH) who provided me with the name / contact address of the Aircraft Windshield Co. , in Los Alamitos, CA. as a " possible " source for a replacement canopy

As it turned out, THIS company had made the **original** canopy / windshield molds for the Pazmany line of a/c and they STILL had them and the original material / color for the PL-4 and other models **WILL WONDERS NEVER CEASE !!!!!!!!!!!!!!!**

Well I did order a new canopy and windshield from them and BOTH pieces fit the original frames that I had with very little adjustments required.

During this ordering process I was in contact with Judy Gallo who is the daughter of the original owner and now runs this business and she remembers [when she was a young girl helping her Dad in the shop] being very impressed with Ladislao in his politeness, professional attitude ; and always being well dressed .

As we installed the new canopy / windshield I noticed a small hydraulic-brake fluid leak near the brake pedal inside the front-cockpit area and while ' fixing ' that problem I noticed that the bottom corner of the original *fiberglass* fuel tank was **STICKY ????????????**

THEN it dawned on me I was using a ' fiberglass ' fuel tank to contain the *auto-gas* I was using to run the engine and THAT fuel was ' melting ' the fiberglass resin **contaminating the fuel making the engine run ROUGH !!!!!!!!!!!!!!!**

MORE YIKES !!!!!!!!!!!!!!!

After draining the fiberglass fuel tank I finally found a local metal / fabrication / welding shop that would make

an aluminum fuel tank to the specifications of the original tank !!!!!!!!!!!

While awaiting the NEW aluminum tank we replaced ALL the fuel lines/ fittings, disassembled the carb / gascolator for a complete cleaning / re-building, and cleaned the entire fuel intake systems in an effort to REMOVE any and all traces of fiberglass / resin / contaminated fuel !!!!!!!!!!!

At the current time we have been able to re-assemble ALL systems and do several short ground test-runs of the engine and everything seems to be working properly !!!!!!!!!!!

NOW however we have SNOW / ICE on the ground and I hangar the PAZ at a grass strip so we are grounded until the WX gets warmer and melts all this nasty white stuff away !!!!!!!!!!!

As an interesting 'aside 'a local pilot friend of ours who had purchased a Titan T-51 [3/4 scale of a P-51 Mustang] project a about 2 years ago but never had time to start building it after seeing the PAZ restoration story in the EAA Experimenter on-line version asked if my building partner , Greg L and I would be interested in helping him build his T-51 !!!!!!!!!!!

Well since Greg and I are always looking for something to do in our retirement so we agreed to " help " him and we began THAT process on the 4 NOV 2013 and we each devote 5 to 6 hours per day 4 days per week working on the T-51 !!!!!!!!!!!

The owner, of this project, has rented an in-door / heated space for us so we have somewhere to "go" and something to "do" during our COLD WX season !!!!!!!!!!!!!!!

More WONDERS that never cease !!!!!!!!!!!!!!!

And to think that ALL this started when Ladislao first built N 44 PL and 40 years later we found it as a project that needed some restoration at a local airport.....

I call it Devine Intervention !!!!!!!!!!!!!!!

Thank You All for your HELP with this on-going adventure !!!!!!!!!!!!!!!

Merry Christmas and Happy New Year

Ron and Greg

It's All About The Kids

(they still remember today)

Tis the season for giving. Throughout history many people have been known for their spirit of giving. Some gave money, some gave Christmas presents and others gave hope. Colonel Gail S. Halvorsen gave candy which in turn gave hope to the war torn children of Germany. It was 1948 and Joseph Stalin had blockaded East Berlin cutting off all food and supplies to the people of the city. The Allies would not allow the citizens of East Berlin to starve so they began "Operation Vittles", commonly known as the Berlin Airlift. C54's began delivering everything from food and coal to the daily newspaper. One of these planes was flown by Colonel Halvorsen.

One day while his plane was being unloaded he borrowed a jeep to take pictures of the approach to the runway. It was a tricky descent over several bombed out buildings. While standing at the barbed wire fence he began talking to the German children who had gathered to watch the airplanes land. Halvorsen noticed two things about the German children, they spoke very good English and they did not beg for food or candy. However they did ask politely if he had any gum? Halvorsen happened to have two pieces in his pocket. The children divided the sticks so they could all get a small piece. They even put the foil wrappers to their nose and enjoyed the peppermint scent.

Because the children did not beg he promised to bring them more candy and gum on his next flight, saying that he would drop it to them as he passed over them while landing. When he was asked, "How will we know which airplanes is cause. He made three small homemade handkerchief parachutes and attached the sweets. True to his word, on his next mission to the Tempelhof airport, on final approach the children saw a C54 wiggle its wings. Halvorsen had the Flight Engineer push the three small bundles out of the aircraft's flare chute. The crew was not sure if the kids had received the candy or not do to the business of landing the plane.

Later, while taxing out for takeoff he saw the crowd of children at the fence waving three

small white handkerchiefs. Over the next few weeks Halvorsen continued to drop parachutes to the ever growing crowd of children at the fence. Soon he began to receive letters at the airport, simply addressed to "Uncle Wiggly Wings". The press found out about the new "candy bomber" and wrote an article in Stars and Stripes.

Everyone was in favor of this kind act of giving except his Commanding Officer. Halvorsen may have been court marshaled if it was not for the support of the American people back home. Halvorsen was asked what he needed to support his candy bombing operation. he jokingly remarked a "boxcar full of candy." Soon a train car loaded with 3,000 pounds of chocolate arrived address to "Uncle Wiggly Wings". Halvorsen knew he could not continue this mission on his own. School kids in Massachusetts were now making small parachutes and several other pilots were also volunteering to drop candy out of their airplanes. Letters were arriving asking for special drops over other parts of the city, such as school yards and hospitals. Over the next 14 months Halvorsen and his buddies dropped over 20 tons of candy on East Berlin. Needless to say, the Soviet officials were angered at the "attempted subversion of young minds."

An Update on the Onex

It's been a while since I reported on any work on the Onex. I have been busy designing and building a heat muff to provide some cockpit warmth. The weather has been lousy for the last three weeks so I had time to do it. Standard heat muffs that you can purchase are round and made for a larger diameter exhaust pipe than the Aerovee engine.

The Aerovee has a "Y" pipe, merging both cylinders on each side into one exit pipe. That limits the length of straight pipe where you can attach a muff. By designing my own muff and making it square instead of round, I could include the "Y" section in the muff.

The box is 4 X 5 inches square with a piano hinge in the back side and four screws in the front side, so it can be hinged around the exhaust pipe. The end caps are wrapped around the box 1/2 inch and are screwed to flanges on each end of the box.



The front tube enters at the bottom of the box and is directed by a 45 degree baffle, just inside, to the top of the box, where the pipe is located. The exit tube comes out the bottom side at the rear and goes to the heat valve on the fire wall. The tubing is all 2 inches. The tube that exits on the bottom is



an engineering change. It's plugged and not used. That exit is too close to the cowling to use as I planned.

It looks like it should perform well but, remember it's experimental. I let you know how well after I get a few hours on it. I was hoping to fly the airplane before it got too cold, but that didn't happen and a little heat in the cockpit will be very welcome.

Experimental means that I must have a sign to that effect on the inside of the airplane to tell my passengers that there are no FAA guarantees. It's Caudill built and Caudill certified.



JANUARY						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
DECEMBER 2013 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	FEBRUARY 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	Max Speed: 28,000 mph Length: 68 feet 6 inches Height: 18 feet 6 inches Wing Area: 4,000 square feet Power: four 1,200 hp Empty Weight: 12,200 pounds Maximum Weight: 22,000 pounds Maximum Speed: 28,000 mph Service Ceiling: 30,000 feet Range: 1,000 miles			27	28
29	30	31	1 New Year's Day	2	3	4
5	6 Epiphany	7	8	9	10	11
12	13	14	15	16	17	18
19	20 Martin Luther King Jr. Day	21	22	23	24	25
26	27	28	29	30	31	1

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.