



Illinois Valley Beacon

January 2015

Chapter 563 Chartered in 1976

Volume 22 Issue 1

This newsletter is the official publication of EAA Chapter 563, located in Peoria, IL. It is published once a month, the week before the first Chapter breakfast on the first Saturday. Please submit articles to be published ten days before the end of the month to: Jerry Pilon, 110 Windridge Dr, Washington, IL, 61571-9702, pilongt@hotmail.com

EAA Chapter 563 November 20th 2014 Board Meeting Minutes

Meeting called to order at 7:05pm by Chapter Secretary Donald Wolcott

In attendance were Morrie Caudill, Jerry Pilon, Don Wolcott, Greg LePine, Rob (Meyer)

Treasurers Report: Jerry provided a report with year to date numbers. After discussion the report was approved as presented

Secretary's Report: Since there was no board meeting for October due to a lack of a quorum there were no minutes to be read.

Committee Reports:

Membership: Morrie reported we have two new members as of last week.

Program: None

Property and Safety: Greg reported that the ceiling light that was not working was repaired by maintenance workers.

Publications: None

Public Relations: No Report

Special Events: No Report

Youth Outreach: Rob stated the the Rocket Launch by the Explorers was scheduled for Saturday 22nd if the weather permits. He also stated that there is no active recruiting of new explorers to replace the older ones that will be going to college.

Donations. Greg stated that the Chapter will be accepting auction bids until the first Saturday in December (the first breakfast) for the framed aviation related artwork that was donated by an anonymous donor. The winners will be announced after breakfast.

Scholarship Committee: Steve was unable to attend but Rob wanted to know when we thought we should award the scholarship to Lincoln Land College. The college needs to know fairly soon because they will be starting to receive applications for scholarships in December. After some discussion a motion was made by Greg to do this after January 1st 2015 seconded by Jerry and approved by voice vote. It was noted that the \$1,000 Scholarship was being funded by donations specifically directed for this purpose. No operational funds will be used for this scholarship.

Old Business: None

New Business: Don stated that the board needs to form an Ad Hoc Committee to lay out a budget for 2015. The volunteers are Jerry Pilon, Morrie Caudil, Ron Wright and Rob Meyer. After the close of the books for 2014 an Ad Hoc Committee will be formed to do the annual audit.

Rob made motion to adjourn the meeting seconded by Morrie and approve by voice vote.
Meeting adjourned at 8:05

Respectively Submitted; Your Secretary Donald Wolcott

The End of an Era?

I said in the December newsletter that: **This edition of the Beacon will be the last one I edit. I'm retiring to another job. In January I will become the Chapter Treasurer and Jerry Pilon will be your new newsletter editor.**

That is true but, the election doesn't happen until the January membership meeting, so, I am still newsletter editor for this edition. **By the way, according to our bylaws, if you haven't paid your dues, you can't vote.** The election normally would have taken place in December, but since we didn't have a meeting it has been delayed to January 2015.

The words I wrote below are still current. Give your new editor your input and support and make the monthly newsletter an interesting publication.

For the last 12 years I have written, printed, folded, stuffed, stamped, and mailed a newsletter 12 times a year. If I remember my 12 times table, that's 144 copies.

Some times it's a chore but most of the time I did enjoy creating this rag. But, time marches on and I'm getting stale. The newsletter needs a new face, new input, and some one else's opinion for a change.

I encourage you members and your officers to have more input for the editor to publish. When you fly to an interesting place, drop a note or email to the editor and share it with the rest of the Chapter. Officers should contribute something monthly besides the secretaries report. Making a report at a meeting does not reach the rest of the members unless it's detailed in the minutes.

The majority of our members do not attend the meetings and they depend on the newsletter to keep their interest in the Chapter. And, the Chapter depends on the support of it's paying members. It's a two way street that has to be maintained.

Anyway, I'm not going far, you are not rid of me yet. I will still be hounding you to pay your dues, keep you email address up to date, and support your Chapter.

Respectfully yours,

Morrie Caudill

Highlights of the year 2014

These events are all from my memory and may not be completely true.

As I remember, January and February had a lot of snow.

Morrie flew the Onex for the first time in March.

The Chapter had "Kids Day" in April. The Cessna 150 and the Onex moved to a T hangar.

The Pazmany flew off it's 40 hour test period in March.

In June the Chapter hosted 32 Young Eagles at the Peken Flyin/Drive-in.

Jerry Peacock sold his 172.

Rich Gilbert bought a second, or third, airplane.

The FBO was vacated and is now operated by PIA.

Mike Tillman is managing the maintenance shop.

My grandson, Kyle, who has been coming to the airport since he was two years old, worked as line boy for the summer. He's now a freshman at Bradley earning A's and B's in engineering courses.

July/August new black top on the North ramp.

In December the Onex completed the 40 hour testing phase.

The Chapter sponsors the Explorers to attend the Oshkosh annual convention.

The EAA hangar got a new tenant and the shop area got a new project.

Jerry Pilon has his KitFox for sale.

The Chapter treasury finished the year in the black thanks to generous donations from members.

The fly out to Lincoln on Wednesdays continues as it has for the last 20 years. It was originally held at Hooterville in 1995.

The Chapter awards a scholarship to the A&P school in Springfield.

The annual Holiday Dinner was held on a Sunday night at Sazani's Steak/Pasta house on Galena road. Approximately 35 guests were present. Good food and a good time was had by all



Photo by Kevin Hong

JAN

'15

S	M	T	W	T	F	S
	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			

S	M	T	W	T	F	S
	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				

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
				1945 The Luftwaffe begins a final attempt to destroy Allied Tactical Air Forces in Europe. New Year's Day		First Breakfast
4	5	1947 The first office of the Missouri is held in Des Moines.	7	8	9	10
				Membership Meeting		
11	12	1962 Mercury A-6 the first mass-produced helicopter flies for the first time.	14	15	16	17
		1942 British and the United States formally agree on the Germany First Policy.				Second Breakfast
18	19	1941 Roosevelt is sworn in for his 3rd term.	21	22	23	24
25	26	1942 American bombers raid the first all-American air raid against Germany, hitting the Wehrmacht's headquarters.	28	29	30	31
1943 The Pentagon is dedicated, becoming the world's largest office building.				1933 Adolf Hitler is appointed Chancellor of Germany.		

WWW.COMMEMORATIVEAIRFORCE.ORG

BOEING B-17 FLYING FORTRESS

Developed in response to an Army Air Corps requirement for a multi-engine, heavy bomber, the Boeing B-17 was perhaps the most iconic Allied bomber of the war. Designed by the U.S. Army Air Corps as a devastating strategic weapon, the B-17 became the core of the Strategic Air Force in Europe. The aircraft was rugged, reliable, and well defended, enabling it to fly over enemy territory day and night, striking vital targets. Between 1936 and 1943 more than 12,000 B-17s were built by a number of different factories, including Lockheed's Vega Division and Douglas Aircraft.

Today, B-17s are found with the CAF's Civilian Wing, located in Springfield, Texas, and with the B-17 Foundation.

STATISTICS for the B-17G

Crew: 10 (pilot, co-pilot, navigator, bombardier, gunner, flight engineer, tail gunner, radio operator, two waist gunners, ball turret gunner, tail gunner)

Length: 74 ft 4 in

Wingspan: 103 ft 9 in

Empty weight: 36,135 lb

Loaded weight: 54,000 lb

Powerplant: four Wright R-1825-17 "Cyclone" radial, supercharged, 14-cylinder, producing 3,000 hp each

Maximum speed: 287 mph

Range: 2,600 mi with 5,000 lb bombload

Service ceiling: 35,000 ft

Guns: 13 .50 caliber M2 Browning machine guns in eight positions (two in the forward chin turret, two on nose of each, two staggered waist guns, two in upper Sponson turret, two in Sperry ball turret in belly, two in the tail, and one in the nose)

Bomb: Short range missions (1-100 mi): 8,000 lb Long range missions (4-800 mi): 4,500 lb

The Regular Chapter 563 meetings are 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. Everyone is welcome to attend.