

# Illinois Valley Beacon

August 1996

Volume 3 Issue 8

**Breakfast** *Please Note!* Since the Oshkosh Fly-In is this weekend, Breakfast has been moved to Saturday, August 10th at **Doc's Mt. Hawley Inn**, 8412 N. Knoxville Avenue, just East of Mt. Hawley Airport, starting around 8:00 AM. See you there!

**Picnic** Instead of a regular second Wednesday of the month Chapter meeting for August, we will hold a picnic on Saturday, August 17th, at our new hangar at Mt. Hawley Airport, starting around noon.

The Chapter will provide the meat and beverage. Please bring a covered dish, as this will be a potluck affair. Be sure to also bring your table service and a folding lawn chair.

**Last Month** We initiated our new Chapter hangar with a first ever meeting at that location. Thirty members were in attendance.

Danny Marcy and Bill VanMieghen collaborated in bring their projects out to our new hangar for members to view their aircraft. Danny has a aerobatic (short wing) version of an Avid Flyer, while Bill is working on a Subaru powered Kitfox. Both projects are nearing completion and the progress is evident.

Progress is also evident on our hangar. The structure was virtually complete for our July meeting, but the utilities had yet to be installed. By the time we meet for the picnic on August 17th, the hangar should be

**Joe Fox takes a look at what's under the cowl in Danny Marcy's Avid project before the July Chapter meeting at Mt. Hawley Airport.**



**Bill Van Mieghen is shown taxing his Kitfox before the July Chapter meeting at Mt. Hawley Airport.**

finished.

During our July business meeting Sam Sisk made a presentation concerning the hangar. Presently we have 4 tenants. Two have flying airplanes, a Cessna 172 and a Piper Seneca, while the two others have projects. Sam outlined the formula used to determine the rental charges and then he proceeded to emphasize the importance of appointing a committee to oversee the facility.

Bill VanMeighan moved that a hangar committee be formed from the membership at large. The committee is charged with the task of forming the rules and regulations regarding the operation of the hangar. It was further moved that the committee have these proposed rules ready for discussion by the membership at the August picnic. The motion was seconded by Les Swanson and approved unanimously.

It was also decided that the hangar committee would consist of four regular chapter members and one tenant. The four chapter members are Bill Engel, Joe Fox, Vic DeCroix and Sam Sisk. The tenants will decide among themselves who will be their representative. As a final piece of business, it was decided that the hangar committee be authorized to immediately spend up to \$500.00 for paint for the hangar floor.

**Who was that masked man?** It seems that at the Springfield Air Rendezvous at Capital Airport several Blackhawk helicopters from the Army National Guard in Peoria were involved in a demonstration off loading troops. During the demonstration Chapter member and Flight Advisor Jim Hannemann was introduced to the crowd as piloting one of the Blackhawks.

**NorthCentral** Just a reminder to all Chapter members that the North Central EAA Old Fashioned Fly-In at Whiteside County Airport at Sterling/Rock Falls is fast approaching. As one of the host



Our new Chapter hangar is taking shape at Mt. Hawley Airport.

Chapters sponsoring this event, we are expected to provide volunteer workers. For the last several years Chapter 563 has been in charge of the registration table. Be sure to mark the weekend of September 21st and 22nd down on your calendars.

## Fun-Fly '96

The Heart of Illinois

Ultralights will hold their annual Fun-Fly at Logan County Airport in Lincoln, Illinois on Saturday, September 14th. Ultralighters know how to have a good time. This is a fun event. For further information contact: Bruce Wilson, 309/444-3105.

## Profile...Emanuel Smith

By Sam Sisk

Smitty was introduced to aviation by a friend with whom he worked, Bob Floyer. Bob belonged to the Bradley Flying Club at that time and talked him into taking a ride. He was paying \$8/hour wet for an airplane and Smitty was paying half and going up about every day with Bob. Two weeks later he joined the Bradley Flying Club and was introduced to Oren Lauer, who ultimately became his flight instructor.

On September 23, 1968, Smitty took his first lesson in a Cessna 140. Oren proceeded to take him up. They looped the 140 and did a two-turn spin. Smitty took over the controls and attempted a loop and a two turn spin. That was his first lesson in aviation. Oren asked him when they got down if he was scared and Smitty said "no." Oren asked why and Smitty said "You're not going to kill yourself." He had nine more lessons in the 140 and then went to a Cessna 150. He soloed the 150 after six more hours.

Oren Lauer was a very demanding and precise instructor. In order to do the maneuvers the way Oren wanted, Smitty used a bag of sand in the right seat to compensate for Oren's weight on his solo flights. He did a lot of joy riding, just looking around. Oren's work hours changed and it became difficult for he and Smitty to get together, so he started to fly with Mel Demin. After only two hours Mel

recommended Smitty for his private check ride. He promptly went to Mac McLaughlin and received his license, only after promising Mac that he would fly often.

Flying at Bradley Flying Club was not without its problems. After some scheduling conflicts, Smitty went looking for an airplane of his own. He purchased a 1966 Cessna 150, from Harrell Timmons at GBG. The 150 was an F model, which was to be marketed in France. Some never got to Europe and were subsequently sold in the US. Smitty put 2000 hour on this airplane, much of which came from trips to California, Alaska, Mexico, and several trips to Yazoo and Jackson, MS.

Smitty's living room is graced with almost 2 dozen trophies attesting to his spot landing abilities. One in particular came from Yazoo, MS, where he won 2nd place in the pilot proficiency category. This contest started with the pilot explaining what he was going to do and then doing it according to the way he stated. Apparently Smitty accomplished this very well, thus coming in second place for the award. He was quite confident that he could do these maneuvers, which included some aerobatics, because he had practiced them many, many times at the Pekin Airport.

### California Dreaming:

With only 250 hours in his log book, Emanuel embarked on a trip to California during CAT vacation in July of 1970. He primarily followed Route 80 on his way out and then took a more southerly route back home, traveling a total of 46.7 hours on his trip to the west coast. Smitty stayed a few days with his sister in Oakland. He then flew down the coast of California, over the Hearst castle, on towards Bakersfield, before turning east towards home. Along the way he flew over the Hoover Dam, with a side trip down the Grand Canyon. At one point he got into the Canyon on



a hot afternoon and couldn't climb out. Smitty fully expected to land on a road and stay the night, waiting for the cool morning temperatures. In the distance he saw some buzzards riding thermals, so he worked his way over to the buzzards and eased his way out of the canyon, landing at the Grand Canyon Airport on the top of the rim. The rest of his trip east was uneventful.

### **Way Up North:**

CAT vacation in 1971 called Emanuel to Alaska. A trip that took 78.3 hours. An Alpha 200 was the only radio he had for both Com and Nav, and you couldn't do both at the same time. So his pilotage skills were put to the test.

His destination was Fairbanks AK and the trip was pleasant and without many hitches on the way up. He followed the AICan Highway, stopping along the side of the road to sleep. He usually slept in a tent next to the airplane. At one particular stop, near Prophet Lake, the mosquitoes drove him back inside the airplane. During the night he felt something violently shaking the aircraft. Very quietly he eased up to see what was going on and discovered a large grizzly bear scratching its back on the wing strut. He eased back down and covered up, hoping the bear would go on and do whatever bears do. It finally disappeared into the woods.

Getting close to Whitehorse, Emanuel found that his endurance wasn't what the 150's was. Becoming desperate, he got to looking around the aircraft for a solution. (No pun intended). In the glove box he found a condom. Now came a dilemma, what to do with the heavily laden balloon. Slowing the airplane down, he was about to bomb some tall pine trees. Smitty opened the window and promptly snagged his urinal on a cotter pin near the latch. A golden shower, even at 60 mile and hour, is less than pleasant.

Further on while nearing Big Delta Air Force Base, his only radio started smoking. Intent on getting the airplane on the ground, he landed without clearance at Big Delta and was promptly met by two men in a Jeep. He told the officers of the smoking radio and they directed him to a small strip a short distance from the base that had a mechanic on the field. The short hop was uneventful and the mechanic took a look at his radio and pulled the fuse and then told Smitty he would have to get it fixed in Fairbanks. While looking at his radio, this fellow offered him a job hauling salmon from a nearby lake to Fairbanks. Smitty said "Thanks, but No Thanks. I'd rather build tractors." On he flew to Fairbanks, where the radio was fixed.

After making like a tourist for a while, it was time to return to Peoria. At one stop while leaving Alaska, an English pilot told Emanuel that the visibility along the route was OK, despite a forest fire. By the time he got near Haines Junction, Smitty had become disoriented and he elected to land on the side of a hill near a road to sort out his predicament. He waited and watched the road for any sign of civilization. Finally a man and woman came along and showed him where he was at on a map. Smitty had to fly about 40 miles back to get to a gas station for fuel, but

first he had to clear a path for the airplane to takeoff. After clearing rocks and debris, the take off was uneventful, as was the landing on the road in front of the gas station.

Because of his unscheduled stop for fuel, Smitty's appointment with Customs was set back several hours. Needless to say, Customs was not happy, especially after being called out on a Sunday! Smitty was admonished and argued at but finally was sent on his way without any penalty. He stopped at Cutbank and then went on to Billings, Montana. He was so happy to be back in the USA that he forgot his maps at the FBO in Billings. Smitty was almost to Sheridan Wyoming before he discovered the problem. Still without maps, he left Sheridan for Rapid City and with a bit of confusion getting there, he landed just at dark.

The next morning leaving Sheridan at 0:Dark Thirty, the FBO wasn't open, so again off without any maps. Smitty thought if he flew a little south-east he would find Omaha. Nearing what he thought was Omaha, he called approach and got a DF steer to the airport, landing just ahead of a storm. That night he slept in a hotel in Omaha. The next day he left for Peoria and made it all the way from Billings to Peoria without maps. ...Sam Sisk

## **Calendar**

### **August 1st thru 7th — OSHKOSH, WISCONSIN**

**EAA OSHKOSH '96** — 44th Annual EAA Fly-In and Sport Aviation Convention at Wittman Regional Airport. Contact John Burton, EAA, 414/426-4800.

### **August 4th — McNABB, ILLINOIS**

FLY-IN/DRIVE-IN Breakfast, Sponsored by EAA Chapter 948, the first Sunday of the month, from 7-11 A.M. at Hartenbauer's Airport on McNabb Road, rain or shine. Contact: 815/882-2371.

### **August 10th — CANTON, ILLINOIS**

Breakfast Buffet. Contact: 309/245-4777.

### **August 11th — MENDOTA, ILLINOIS**

EAA Chapter 263 Fly-In/Drive-In Breakfast. Contact: 815/539-6815.

### **August 17th — PEORIA, ILLINOIS**

Annual EAA Chapter 563 picnic at Mt. Hawley Airport.

**August 17th and 18th — WAUTOMA, WISCONSIN**

Gump's Statewide Ultralight Fly-In, Camp-Out at Lake of the Woods campground. Contact: Ray Lake, 414/734-0547.

**August 24th — MEXICO, MISSOURI**

Zenith Aircraft Open Hangar Day at Mexico Airport. Contact: 573/581-9000.

**August 24th and 25th — BLOOMINGTON, IL**

Prairie Air Show '96 at the Bloomington Airport. Contact: 309/663-7632.

**August 25th — BELMOND, IOWA**

EAA Antique/Classic Chapter 13 Annual Picnic. Contact: 515/444-3631.

**August 28th thru Sept 2nd — YOUNGSTOWN, OH**

Cross-Country Beech Staggerwing Commemorative Tour, from Elser Metro Airport in Youngstown, Ohio, to Gillespie Field in El Cajon, California, via Frank Phillips Airfield in Bartleville, Oklahoma. Contact: Bill Halverson, 612/881-5565.

**September 1st — McNABB, ILLINOIS**

FLY-IN/DRIVE-IN Breakfast, Sponsored by EAA Chapter 948, the first Sunday of the month, from 7-11 A.M. at Hartenbauer's Airport on McNabb Road, rain or shine. Contact: 815/882-2371.

**September 2nd thru 8th — GALESBURG, IL**

25th Annual Stearman Fly-In. Contact: 314/561-3827.

**September 6th thru 8th — CARBONDALE, IL**

Cascade of Colors at the Southern Illinois Airport in Carbondale, Illinois. Contact: 618/529-1721.

**September 7th — OSCEOLA, WISCONSIN**

Sixteenth Annual Wheel and Wings Air Fair. Contact: 715/755-3300.

**September 7th — KIRKSVILLE, MISSOURI**

Free Airport Day. Contact: 816/665-5020.

**September 7th and 8th — BLAKESBURG, IOWA**

WW-I Airmeet. Contact: 520/567-4588.

**September 8th — MT. MORRIS, ILLINOIS**

EAA Chapter 682 Fly-In/Drive-In Breakfast. Contact: 815/732-7268.

**September 8th — OGLE COUNTY, ILLINOIS**

Ogle County Pilots Association / EAA Chapter 682 Fly-In/Drive-In Breakfast at Ogle County Airport, (Barnette Field). Contact: 815/732-7268.

**September 8th — DUBUQUE, IOWA**

EAA Chapter 327 Fly-In Pancake Breakfast. Contact: 319/852-7390.

**September 8th — MARION, IOWA**

Third Annual Fly-In Breakfast. Contact: 319/377-0457.

**September 12th thru 15th — RENO, NEVADA**

33rd Annual National Championship Air Races and Air Show at Reno/Stead Airport.

**September 13th thru 15th — URBANA, ILLINOIS**

Byron Smith Memorial Stinson Reunion Fly-In at Frasca Field, Urbana. Contact: 708/904-6964.

**September 13th thru 15th — JACKSONVILLE, IL**

Ercoupe Fly-In. Contact: 217/546-0585.

**September 14th — LINCOLN, ILLINOIS**

Heart Of Illinois Ultralights "Fun-Fly '96" at the Logan County Airport. Contact: Bruce Wilson, 309/444-3105.

**September 14th — CANTON, ILLINOIS**

Breakfast Buffet. Contact: 309/245-4777.

**September 14th — MT. STERLING, ILLINOIS**

7th Annual Fly-In Breakfast. Contact: 217/773-2513.

**September 15th — CAIRO, ILLINOIS**

Cairo Airfest '96 at the Cairo Regional Airport. Contact: 618/734-0600. 1/800-221-7958.

**September 20th and 21st — BARTLESVILLE, OK**

Thirtiyninth Annual Tulsa Regional Fly-In at Frank Phillips Field. Contact: Charlie Harris, 918/622-8400.

**September 21st and 22nd — ROCK FALLS, IL**

North Central EAA Old Fashioned Fly-In at Whiteside County Airport. Contact: 708-513-0641.

**September 21st — DECATUR, IL**

EAA Chapter 274 Pancake Breakfast. Young Eagle Flights. Rain date 9/22. Contact: 217/935-2552.

**September 21st and 22nd — W CHICAGO, IL**

Ultimate Show of Motion at the DuPage County Airport. Contact: 708/584-1818.

**Sept. 21st — WRIGHT-PATTERSON AFB, OH**

General Aviation Fly-In. Contact: FAX, 513/257-1691.

**October 3rd thru 6th — MOUNTAIN CITY, TENNESSEE**

Fifth Annual Mountain City Rotor Wing Fling at Johnson County Airport. Contact: LeRoy or Cindy Hardee, 423/246-2719.

**October 6th — McNABB, ILLINOIS**

FLY-IN/DRIVE-IN Breakfast, Sponsored by EAA Chapter 948, the first Sunday of the month, from 7-11 A.M. at Hartenbauer's Airport on McNabb Road, rain or shine. Contact: 815/882-2371.

**October 10th thru 13th — MESA, ARIZONA**

EAA Copperstate Regional Fly-In at Williams-Gateway Airport. Contact: Bob Hasson, 520/228-5480.

**October 12th — CANTON, ILLINOIS**

Fulton County Flying Club Breakfast Buffet. Contact: 309/245-4777.

**October 18th thru 20th — KERRVILLE, TEXAS**

Southwest Regional Fly-In. Contact: Bettye Shoup,

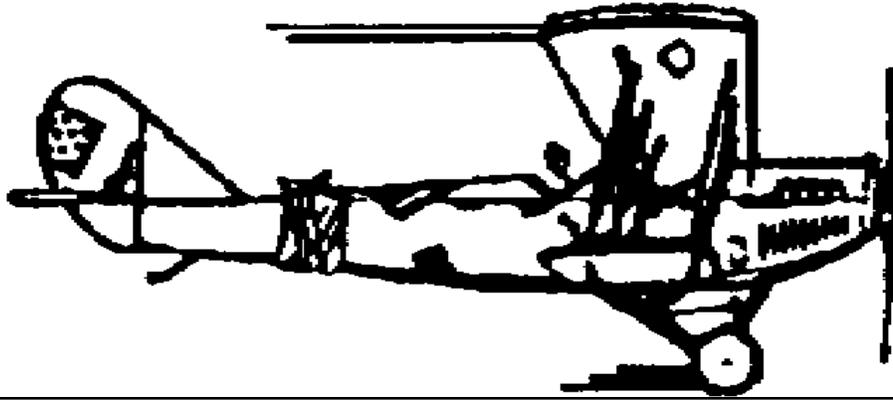
**October 19th — DECATUR, ILLINOIS**

EAA Chapter 274 Chile Day at the Decatur Airport. Contact: 217/935-2552.

**October 20th — JACKSONVILLE, ILLINOIS**

Annual Fly-In/Drive-In Pancake/Sausage Breakfast at Jacksonville Airport. Contact: 217/243-5824.





### CHAPTER 563 OFFICERS

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