

# Illinois Valley Beacon

October 1997

Volume 4 Issue 10

## No Breakfast! on Saturday, October 4th.

Instead we will gather at Mt. Hawley Airport around 8:00 a.m. for a **Young Eagles Rally**.

On September 20th we flew 146 Young Eagles. They started arriving around 7:45 a.m. Many Thanks to all the pilots and ground crew who volunteered! There was quite a turnout and we needed your help to make that rally successful.

Originally October 4th was the rain date for the Sept. 20th. rally. Now it has a momentum of its own and seems to have developed into another full blown rally.

Last Monday there was a wonderful story in the Peoria Journal Star Kids Section with photos highlighting the September 20th. Young Eagles Rally. Chapter member Bill Mathis is shown flying Young Eagle Jason Marquis, 11 of Peoria, in his Cessna 182.

Kids and their parents were informed that we will be flying again on Saturday October 4th, at 9:00 a.m. For more information they were instructed to contact local EAA chapter President Maurice Caudill. We already had about 30 boy scouts lined up for flights.

This is an "All Points Bulletin." With this publicity we surely will have a big turnout Saturday. Volunteers are urgently needed! We need planes, pilots and ground crew! Please assemble at the Chapter Hangar at 8:00 a.m.

During the rally we hope to have enough ground crew to

**Jim Hannemann and Kathy Arkwell with one of the many Young Eagles flown on Sept. 20th! (Photo by Bill Mathis)**



assign someone on the ground to each aircraft. The ground crew will complete the paper work and line up the kids so that little time is lost between flights.

The flight pattern is generally from Mt. Hawley to Princeville to Chillicothe and then back to Mt. Hawley. Depending upon the aircraft, flights last 15 to 20 minutes and each pilot can make two flights in an hour.

Pilots are encouraged to make a blind broadcast of their location on 122.75 Mhz when arriving and departing Mt. Hawley and over Princeville and Chillicothe. This will provide other rally pilots an idea of your location and ground crew will be aware of your impending arrival. Be sure to also report on the Unicom frequency at Mt. Hawley!

As he did at the last rally, Mike Martini has donated the use of his Cessna 172 as a static display for the pre flight ground school.

After the Young Eagle Flights are concluded, hopefully around 1:00 p.m., there will be a **Pizza Party** in our chapter hangar for the volunteers. Everyone who has helped in any way with the Young Eagle Flights this year is invited! See you at the airport Saturday!

## The NorthCentral

EAA Old Fashioned Fly-In at Whiteside County Airport at Sterling/Rock Falls the weekend of September 20th and 21st was once again a success. As one of the host Chapters sponsoring this event, our Chapter provided the volunteers for the registration desk.

Many thanks to those of you who flew or drove up to Whiteside County to work and / or attend the Fly-In, either on Saturday afternoon after the Young Eagles Rally or on Sunday. There was a fine crowd for Sunday breakfast.

## September Breakfast

On Saturday the 6th of September we met for the first of what will hopefully be many monthly breakfasts in our hangar at Mt. Hawley Airport. Twenty five members and guests were present and the menu included pancakes, sausage, orange juice and coffee. After expenses the chapter made about \$40.00.

There was a lot of plane talk going around the table and Chapter member Danny Marcy brought his recently completed "Avid Flyer Mark IV D Aerobat" (short wing) with a Rotax 582 engine, for all to see. It is a pretty light blue plane and the fine workmanship is evident.

Danny first flew the Avid on June 27th and as of



Jack Frost tending the sausage at the September hangar breakfast. (Photo by Janet Phipps)

September 6th. it had 54.3 hours. After breakfast he was flying to Champaign to meet a friend. Danny said that he had put \$18.00 worth of auto fuel in the bird the night before and he anticipated that being enough fuel for him to fly the entire weekend!

**Last Month** Our Chapter met on Wednesday, the 10th of September, at 7:30 p.m. in our hangar at Mt. Hawley Airport.

Chapter Young Eagles coordinator Brian Briggerman outlined plans for the Young Eagle Flights on September 20th and October 4th.

Technical Counselor Al Lurie gave a brief report on several recent accidents involving rotor craft and circulated around the room his most recent issue of "Light Plane Maintenance". Al then related some eye problems that he had which caused him to miss most of Oshkosh '97. He spent several days in a hospital in Nennah, WI. before returning home.

There was some discussion concerning the possibility of

the Chapter painting the hangars at Mt. Hawley next year in exchange for some consideration on our hangar rent.

President Morrie Caudill appointed a Nominating Committee to suggest a slate of Chapter Officers for next year. The lucky Nominating Committee members are Ron Wright, Joe Rex and Dennis Mellen.

A newly announced EAA Young Eagles program was discussed. For each Young Eagle a chapter flies, Oshkosh will contribute a dollar to a fund which the chapter can then use to sponsor a youth to the EAA Air Academy. There are some conditions and the program is not retroactive, but we may be able to accumulate some credit towards sending a young person to Oshkosh!

**October Meeting** Our next Chapter meeting will be on Wednesday, the 8th of October, at 7:30 p.m. in our hangar at Mt. Hawley Airport. The major item of business on the agenda will be the Nominating Committee report concerning Chapter Officers for 1998.

## **EAA URGES MODIFICATION OF PROPOSED RULE REGARDING TYPE CERTIFICATION FOR CHANGED PRODUCTS**

The Experimental Aircraft Association (EAA) is urging the Federal Aviation Administration (FAA) to postpone release of a rule regarding type re-certification for changes made to existing aviation products, including aircraft. EAA contends the rule, as proposed, would block safety improvements for small general aviation aircraft.

FAA's proposal (Docket No. 28903) would require any modified or changed product to undergo type re-certification to meet the most current airworthiness regulations.

"The rule was drafted to meet the needs of transport category aircraft," said EAA president Tom Poberezny. "As written, the rule will block safety improvements to general aviation aircraft by creating huge barriers to Supplemental Type Certificates (STCs). That would keep nearly all owners of older general aviation aircraft from modifying their aircraft to improve safety and utility."

FAA is currently required to study the impact of any rule change on all aviation operations before issuing a final rule. EAA urges FAA and the Aviation Rulemaking Advisory Council (ARAC) to re-examine the proposal's effects on small aircraft and redraft the rule for a narrower focus.

"Safety of small aircraft would never be improved if this rule change is implemented," said Earl Lawrence, EAA Director of Government Programs. "In fact, this rule would have the opposite effect. For example, if an aircraft owner wanted to replace a 50-year engine with a newer model, the new rule would force the engine and all associated fuel and aircraft systems to be recertified to the latest standards. The owner would be left with a choice - constantly making prohibitively expensive repairs to an

already certified aircraft or flying with older parts which may be more subject to failure."

FAA's proposed rule also states that "a trend has developed towards fewer products that are of such significantly new design that a new type certificate is required." EAA contends that may be true in transport category aircraft, but general aviation is witnessing a major evolution in designs and products.

"There are now more than 14 active applicants for completely new standard category aircraft certification," Poberezny said. "FAA has just issued a provisional type certificate for a Lancair Columbia 300, an all-new composite four-passenger aircraft. The new design and construction techniques for that airplane are different from anything certificated previously. An era of completely new aircraft is just dawning in general aviation."

EAA urges FAA to consult the general aviation community and rewrite the rule to consider its impact on small aircraft. EAA notes that the proposal should address the needs of normal category and older light aircraft, as well as the financial capabilities of their owners.

**EAA FLIGHT ADVISORS HELP MAKE HOMEBUILT FLIGHT SAFER** New figures show that the Experimental Aircraft Association's (EAA) Flight Advisor program is having a major positive impact on safety during the critical first hours of amateur-built aircraft flight testing.

According to newly released statistics from the Federal Aviation Administration (FAA), the accident rate is more than 93 percent lower for pilots who use Flight Advisors compared to the overall accident rate during initial homebuilt flight tests. Only 1.2 percent of all pilots who utilized the Flight Advisor program suffered accidents during the first 25 hours of flight in a new homebuilt. That compares very favorably with FAA figures of 19 percent of homebuilt accidents which occur during initial flight testing.

"The Flight Advisor program works," said EAA President Tom Poberezny. "The proof is in the numbers. Over the past three years, EAA Flight Advisors have made nearly 300 people safer pilots. These volunteer advisors throughout the country have improved the homebuilt accident rate significantly during the first few crucial hours of flight."

The program, which enables builder/pilots to evaluate their flying skills in their new aircraft, was launched in 1994. Each builder/pilot is matched with a volunteer Flight Advisor who has knowledge and experience in the "new" type of aircraft being flown. The Flight Advisor assists the builder/pilot with a thorough and objective evaluation of piloting skills and flight experience. An explanation of the particular flying characteristics of the new aircraft is also included. The advisor then helps establish checklists for flying the new aircraft. The builder/pilot can make an informed decision on whether additional training is needed before flying the completed project.

Any EAA member can request the assistance of a Flight Advisor. Many are already affiliated with local EAA Chapters. There is no charge for the service.

Builder/pilots who utilize Flight Advisors are also eligible for insurance coverage for the flight test period through AVEMCO Insurance, one of the world's largest aviation insurers. Such insurance for homebuilt flight testing is nearly impossible to obtain otherwise.

"Since more than 800 homebuilt aircraft have been added to the FAA register each year since 1994, we urge all pilots completing homebuilt aircraft to utilize the expertise of Flight Advisors," Poberezny said. "Fellow EAA members are volunteering to enhance the safety of homebuilt aircraft and the people who fly them. Builders who take advantage of this resource are wisely making their flight testing as safe as possible."

## REGULATORY CHECK-UP: FAA INVITES EAA INPUT ON MEDICALS

If you've flown for more than a few months you've likely met a pilot who's wrestled with the FAA for a medical certificate. Among the slower news to trickle out of Oshkosh this year was FAA's invitation to EAA's Aeromedical Council to help the agency find ways to speed processing of medical-certificate applications. EAA's group of volunteer AME members will work with the agency's medical office to look at a variety of changes, new and old suggestions alike. Anything that speeds and simplifies the process should benefit pilots. Reprinted from Avflash 3.36.

## F-22 RAPTOR TAKES FLIGHT

After more than three months of delays, the F-22 stealth fighter took its first flight Sunday from Dobbins Air Force Base, just north of Atlanta. Pilot Paul Metz, escorted by a pair of F-16s, put the new fighter through its paces during an hour-long flight around northwest Georgia. Lockheed Martin, Boeing, and Pratt & Whitney are the major

Danny Marcy poses with his Avid after the September hangar breakfast, before taking to the sky for a weekend of great flying! (Photo by Dennis Mellen)



contractors building the supersonic-cruising stealthy Raptor. The Air Force wants 339 of the \$100 million fighters in the next 17 years. Reprinted from Avflash 3.36.

## **LONG LIVE CLASS CHARLIE -- NASHVILLE CLASS B PROJECT DEAD,**

AOPA had big news for some small-plane pilots last week when the association announced that FAA Headquarters had responded to the association's challenge of revived plans to convert Nashville International's Class C airspace into Class B. Seems the folks in the Southern Region Headquarters in Atlanta needed a little help to see that Music City traffic had declined significantly since American's hub closed in 1995. Reprinted from Avflash 3.36.

## **DUO ON TRIAL FOR ALLEGED HERC AIR-LIFTING,**

Hercs are so hard to hide when used, how do you steal a C-130? An Arizona U.S. Attorney says an Oregon airplane broker and a retired Forest Service aviator illicitly used a title swap under a federal historic-airplane exchange program. Not just for the Herc specified in the trial now underway in Phoenix, the duo is accused of improper dealings up to 28 times altogether. Defense lawyers say the two served the public interest and saved taxpayers big bucks. Reprinted from Avflash 3.36.

## **WILL THIS IDEA FLOAT? NAVY TESTS HERCULES AMPHIB:**

If you've ever seen a C-47 on amphibious floats this will be a lot easier to picture: a Lockheed C-130 fitted with webbed feet -- with retractable gear even. That's what the folks at the Navy's Pax River Warfare Center are reportedly flying. More are planned if tests prove out. Reprinted from Avflash 3.36.

## **BE ON THE LOOKOUT:**

The Aviation Crime Prevention Institute, Inc. last week told AVweb of two Cessna Centurions stolen from the same Long Beach, California hangar between September 10th and September 12th. Missing are a 1977 Cessna P210, N7592M, sn: 210-62024, and a 1979 Cessna T210 Centurion, N6412N, sn: 210-62988. According to the institute, we're just entering the high-volume smuggling season and, by extension, the peak of the airplane theft season. Cessna single owners beware! Look for them at a clandestine air strip near you. Reprinted from Avflash 3.38.

## **DEATHS UP IN '96 -- BUT NOT GA:**

We just heard from NTSB last week that 44,525 people died in transportation accidents in 1996, up from 44,437 in 1995. GA was down to 631 from 733. You might find it interesting that railroad grade-crossing deaths also dropped, as did auto deaths. Light truck and van and airline fatalities grew. Reprinted from Avflash 3.36.

## **NASA'S SENIOR ASTRONAUT RETIRES:**

Story Musgrave retired, ending at age 62 a NASA career that spanned 30 years, including the Apollo and Shuttle



Good fellowship and plane fun at the September hangar breakfast! (Photo by Janet Phipps)

eras, and brought him 1,281 hours in space on six shuttle missions. Last year Musgrave became the oldest human to fly into space on his final space mission, STS-80. Reprinted from Avflash 3.36.

## **THE RIGHT STUFF: DEJA VU ALL OVER AGAIN?**

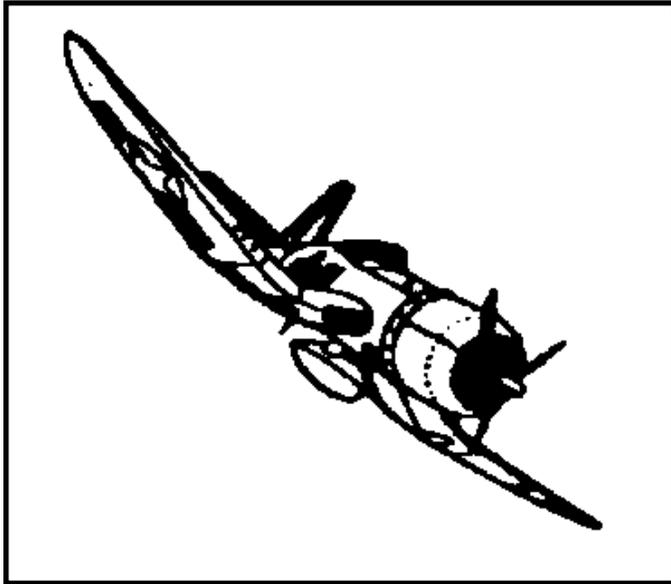
Okay, time for a quick quiz. When Chuck Yeager flew the rocket-powered Bell X-1 through the sound barrier for the first time on October 14, 1947, who was his chase pilot? Time's up: it was none other than Bob Hoover, now an acclaimed air show pilot, GA icon and poster child for critics of FAA's enforcement policies over his yanked medical certificate. Now, with the 50th anniversary approaching, Yeager and Hoover are set to re-enact that famous flight at the place where it all began, Edwards AFB, Calif., with Yeager flying an F-15 and Hoover an F-16. Also, the U.S. Postal Service will release a new commemorative stamp featuring the X-1. It goes on sale Oct. 15. Reprinted from Avflash 3.37.

## **FAA PROMISES AOPA CHEAP GPS DATABASES:**

Perhaps the only drawback to using an IFR-approved GPS navigator is the need to keep the database current, with subscription costs approaching \$700 per year. But isn't this data in the public domain? Why not make it available on the Internet, suggested AOPA earlier this year? AOPA said last week that the FAA has responded with news it hopes to have a plan for free or low-cost distribution of GPS database info by next August. Reprinted from Avflash 3.37.

## **RAIN, RAIN, GO AWAY...:**

Never let it be said that the U.S. Air Force is one to shy away from a fight -- even if it is only a public relations battle. The current conflict centers on criticism leveled at the B-2 stealth bomber, which the General Accounting Office recently faulted as being susceptible to inclement weather. At a media event at Whiteman AFB last week, reporters were allowed to get up close with a B-2 while airmen hosed it down as part of its thrice-annual cleaning. Reprinted from Avflash 3.37.



and Boston on August 9 reported a near-miss with an unidentified (flying) object. Only problem was the captain and first officer gave U.S. investigators different reports on the object. A UAL jet flew through the area a short while later and also spotted the object, identifying it as a weather balloon. Reprinted from Avflash 3.39.

## **LYCOMING GETS FAA APPROVAL**

**FOR CESSNA 206 ENGINE:** Textron Lycoming recently received its FAA Type Certificate for the IO-580-A1A piston engine, slated to power Cessna's new 206 family. Rated at 300 hp when turning 2,500 rpm, it features a tuned induction system and "low-drag" cylinders. Lycoming estimates a 2,000 hour TBO with a 200-hour extension if the engine is flown a minimum of 40 hours per month (gulp). Reprinted from Avflash 3.39.

## **MIG-31 CRASHES NEAR MOSCOW:**

This week was Russia's turn in the barrel. A MIG-31 fighter crashed Friday evening northwest of Moscow after its left engine caught fire. Both crew members aboard ejected safely and were found nearby, relatively uninjured. The crash occurred during a routine training flight. Reprinted from Avflash 3.39.

## **SHORT FINAL...**

An excerpt from the Canada Flight Supplement (equivalent to the US A/FD): LONDON, ONTARIO -- SERVICES... CFR - 5 1130-0330Z, O/T 2 hrs PNR. Decoded: Crash, fire and rescue services: level 5. Available 1130Z to 0330Z; other times 2 hours prior notice required. Let's try to keep that in mind next time we're planning to crash there. Reprinted from Avflash 3.36.

From the Spoonerism section of our We-Dare-You-To-Say -That-Twice file... Controller pointing out floatplane traffic to an IFR aircraft: "Traffic at your two o'clock is a phone on plates." Reprinted from Avflash 3.37.

From our "hey supe, can I go home now?" file... Overworked air traffic controller responding to the disoriented student pilot of a single-engine Cessna calling on 121.5 Mhz on a busy Saturday: "Lost aircraft, say position." Reprinted from Avflash 3.38.

Overheard at O'Hare: Cessna 152 pilot with obvious French accent: "Center, I would like a vector back home". Unidentified commuter pilot: "Heading 090, 2000 miles". Reprinted from Avflash 3.39.

## **Calendar of Events**

### **October 5th — 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.

## **NASA TESTS LOW-VISIBILITY AIRPORT OPERATION CONCEPTS:**

A joint NASA and FAA research program being conducted at Atlanta's Hartsfield International Airport is demonstrating technologies with the promise of keeping traffic moving safely and efficiently day or night, regardless of visibility. In the Atlanta effort, a "Roll-out Turn-off guidance subsystem" and a "Taxiway Navigation and Situation Awareness display subsystem" are tied together on a moving map display in the cockpit of a Boeing 757. Reprinted from Avflash 3.37.

## **AOPA TELLS DOT TO KEEP LORAN,**

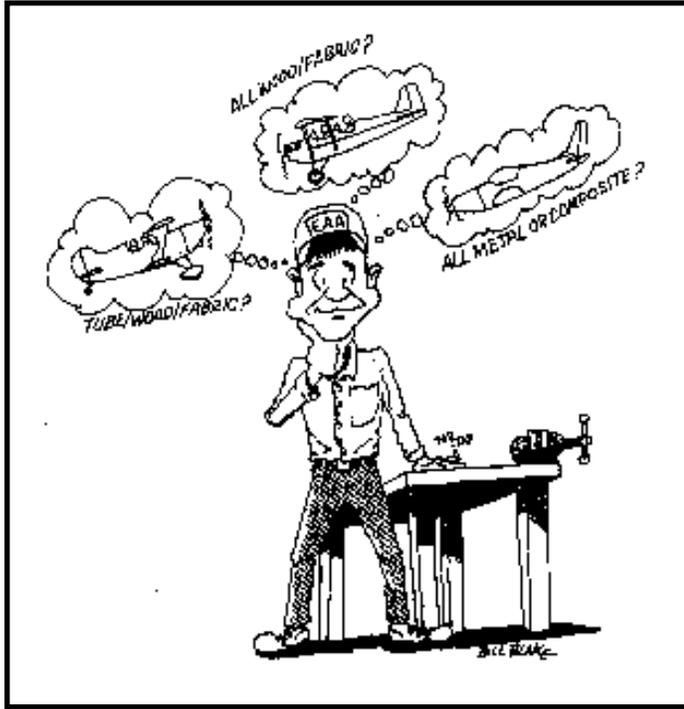
Plans to pull the plug on Loran-C stations came under AOPA's fire last week as the association told a Department of Transportation user conference that the system should remain up and viable in the foreseeable future. The DOT is under orders from Congress to review the decision to decommission the Loran-C navigation system in the year 2000. Reprinted from Avflash 3.38.

## **KING AIR BEARS UP QUITE NICELY:**

Comes now this tale of woe involving a corporate King Air 300, operated by a Canadian oil company. On returning to their ride home, pax and crew discovered a black bear had given the King Air a very thorough preflight. But, Mr. Bear needs to study up on the King Air's fuel system -- he left open one of the fuel drains. The King Air made a bee-line to the nearest airport, and bearly stayed within the weight and balance limits doing it. The airplane did return safely to Calgary, bearly before sunset. These are the bear facts of the story as we know it. (Special thanks to loyal reader Robert James for sharing this with us.) Reprinted from Avflash 3.38.

## **OKAY CAPTAIN, WHAT DID YOU SEE?**

Now here's a CVR tape we'd love to hear. The crew of a Swissair B-747 operating at FL230 between Philadelphia



Reprinted from somewhere? But I can't remember what!

**FOR SALE** Save a year or two on your KR-2.  
 KR-2 minus outer wing panels and engine, slight damage.  
 \$800 Lou Carr, 691-8927.

**OCTOBER 9th thru 12th -- Mesa, Arizona**  
 Copperstate Regional EAA Fly-in.

**OCTOBER 10th thru 12th -- Evergreen, Alabama**  
 Southeast Regional EAA Fly-in. Contact: 334/765-9109.

**OCTOBER 10th thru 12th -- Willmington, Delaware**  
 East Coast Regional EAA Fly-in. Contact: 302/738-8883.

**OCTOBER 17th thru 19th -- Kerrville, Texas**  
 Southwest Regional EAA Fly-in. Contact: 512/388-7399.

**OCTOBER 12th -- Muskogee, Oklahoma**  
 Airshow.

**OCTOBER 25th & 26th -- Tulsa, Oklahoma**  
 Centennial Celebration Airshow with Blue Angels and  
 Golden Knights.

### 1997 Chapter 563 Officers

President: Morrie Caudill, 600 W. Melbourne Avenue, Peoria, IL. 61604, Phone 685-8547

Vice President: Sam Sisk, 2207 W. Bristol Hollow Rd., Dunlap, IL. 61525, Phone 243-5729

Treasurer: Al Phipps, 6305 N. Suffolk Dr., Peoria, IL. 61615, Phone 693-2943

Secretary: Joe Fox, 19 Northmoor Ct., Morton, IL. 61550, Phone 265-5195

Newsletter Editor: Dennis Mellen, 2333 N. Ellis St., Peoria, IL. 61604, Phone 682-7890 [dennis.mellen@mcleodusa.net](mailto:dennis.mellen@mcleodusa.net)

At Large Board Member: Bill Mathis, 1408 W. Holly Hedges Dr., Peoria, IL. 61614, Phone 693-6113

Technical Advisor: Al Lurie, 605 E. Armstrong Avenue, Peoria, IL. 61603, Phone 682-1674

Young Eagles Coordinator: Brian Briggerman, 1113 Evergreen, Chillicothe, IL. 61523, Phone 274-5472

Flight Advisor: Jim Hannemann, 1404 Miller Street, Washington, IL. 61571, Phone 444-4062

Flight Advisor: Sam Sisk, 2207 W. Bristol Hollow Rd., Dunlap, IL. 61525, Phone 243-5729

Flight Advisor: Ron Wright, 616 Kerfoot, East Peoria, IL. 61611, Phone 694-1527