

Illinois Valley Beacon

March 1998

Volume 5 Issue 3

March Meeting Our next Chapter meeting will be on Wednesday, the 11th of March, at 7:30 p.m. in our hangar at Mt. Hawley Airport.

Our meeting will be titled "Everything you ever wanted to know about GPS and more." We have many hand-held GPS's within our chapter and resident experts willing to share their knowledge. We will even project the small screen to a larger screen so everyone can participate. If you ever wanted to know what your global position was, we can tell you right to the second times ten. If you have a hand-held or portable GPS, please bring and demo it.



February Program We met on Wednesday, February 11th, at 7:30 p.m. in our hangar at Mt. Hawley Airport. During the business meeting Treasurer Ron Wright informed us of the status of the Chapter finances. Secretary Morrie Caudill read the minutes of the last meeting and Technical Advisor Al Lurrie informed the membership that Avemco Insurance has agreed to cover the first flight of any homebuilt aircraft that have received at least three Technical Counselor inspections during the building process.

President Sam Sisk mentioned that last year we flew over 400 Young Eagles and that now we have accumulated slightly more than \$400 in what he called "Poberezny Bucks" to sponsor one or two young people to the EAA Air Academy this summer. Chapter members should contact Young Eagles Coordinator Joe Rex with their recommendations of young persons who would be interested in attending the Air Academy. Attendees would be expected to demonstrate their interest with a willingness to pay at least part of their tuition.

It was mentioned that every year EAA member Bill Doyle flies the science class at Henry High School and he could use some help. These students would qualify as Young Eagle Flights.

A vacancy exists on the North Central EAA Fly-In Board. Each sponsoring Chapter is entitled to three representatives. Currently on Wright and Dennis Mellen represent Chapter 563 on the board. If you are

interested in volunteering to serve on the NCEAA Fly-In board, please contact Sam Sisk, Ron Wright or Dennis Mellen.

A discussion was held concerning that types of activities the member wanted to undertake. It was suggested that we might go on a bus trip to the Air Force museum in Dayton, Ohio. It would be an all day trip and we would need 35 to 40 persons at around \$50 each. Someone else suggested that we could hold a "Parade of Projects" this year.

We decided that each chapter member should receive a Questionnaire asking the types of activities they find interesting. Please take a few minutes to complete the enclosed Questionnaire and return it to Sam Sisk. Your responses will assist in planing upcoming Chapter events.

After the business meeting, Chapter member **Fred Mathews** related his experiences as a Naval Aviator.

Mathews joined the Navy in March of 1943 and got his wings in 1946. He took basic flight training in a Boeing Stearman during the months of November thru February at the Glenview Naval Airstation near Chicago. The Stearman is an open cockpit biplane with gossports for communication between instructor and student, and we all know what winter is like in Illinois. Twice Fred remembers ground looping a Stearman.

Fred came close to washing out of pilot training. Fifty

PBM Martin MARINER (U.S. Navy) A Martin PBM Mariner seaplane seen about to lift off from the water. Over 1,100 Mariners were produced, with the vast majority being of either the PBM-3 or PBM-5 models. Production was ended in April 1949. Official U. S. Navy photograph, courtesy U. S. Naval Historical Center.



demerits was enough to send you down the road, and ten demerits was easy to come by. Once Mathews received ten demerits for not having his name on a shirt!

After basic training Fred flew SNJ's at Corpus Christi, Texas. The USS Saipan was used for carrier training. He recalls that if you were set up correctly at 55 knots, with the proper attitude, flap setting and with the gear lowered, you could vary your altitude with the throttle and fly her right down to the deck!

After carrier training, the cadets received their assignments. Of Fred's flight of 6 cadets, the other 5 were assigned to fighters, but he was assigned to a PBY in the Pacific.

Most PBY's and PBM's were true boats. There was a "Beaching Gear" that would be clamped to the chine, so that the plane could be brought ashore. During rough weather you would tie up to a buoy and leave an airman on board to watch the aircraft. In later years many PBY's and PBM's were retrofitted with amphibious gear.

A PBY was 63 feet long from nose to tail and had no reverse props. You could sail them, just like a sail boat. While maneuvering on water you could cut the engines and let the rpm wind down to around 200 before flipping the mags back on. If you did it right, the prevailing winds would help push you around a turn or towards a dock, while you were without power.

A hard turn was made by releasing a drogue chute. When the turn was complete the pilot would yell and the airman in back would drop an axe on the line to cut away the chute.

During high speed taxiing, a pilot would have to stay on top of a PBM at all times, since they had a tendency to porpoise violently in the water. They were a much better aircraft than a boat.

PBY's and PBM's had a 9 man crew. There were 4 pilots and 5 others. There were 9 aircraft in Mathews' squadron. They had 38 pilots, 48 other crew and a ground crew of almost 200.

Fred provided us with a very interesting and informative evening. He had quite a few entertaining tales and many wonderful photos of his experiences flying PBY's!

Experimenter Magazine Expands

Beginning in March, Technical Counselor News and Flight Advisor News will become alternating monthly inserts in EAA Experimenter magazine. Each of those publications had previously been distributed through a newsletter format. The two publications will alternate appearances in Experimenter, allowing more people to take advantage of the technical building and flying tips offered. Technical Counselor News will first appear in the March issue, while Flight Advisor News will be inserted in April. Reprinted from EAA member news.

EAA Calendar Wins Award The 1998 EAA World of Flight calendar has received a Merit Award from the Calendar Marketing Association. The awards program is the industry's premier competition recognizing quality calendar design and production. It is the sixth time the EAA calendar has received an award. The World of Flight calendar was entered in both the corporate and promotional division of the Scenic/Other Photography categories. Reprinted from EAA member news.

Jenny Heading to England The Curtiss Jenny which has been on loan to the Air Adventure Museum for display since 1985, has been sold by its owner, Chet Peek, and is being dismantled for shipping this week. The airplane has been purchased by Victor Norman, who operates the longest-running wingwalking act in Europe. Victor operates a private aviation museum near his home in Britain. He and Ben Cooper, another United Kingdom resident, are in Oshkosh this week to ready the airplane for shipping. Reprinted from EAA member news.

Illinois Ultralight Safety Seminar Mary Jones traveled to Springfield, Ill., to attend the Illinois Ultralight Safety Seminar on Feb. 21, which is co-sponsored by the Illinois Division of Aeronautics and the Illinois Ultralight Advisory Council. Also attending were EAA Ultralight Council members Jamie Kee, Phil Larsh and Chuck Stevenson. Approximately 400 people attended the seminar. Reprinted from EAA member news.

Ultralight Hall of Fame One of the big announcements coming out of the most recent Ultralight Council meeting at the Aviation Center was the formation of an Ultralight Hall of Fame, with the first inductees named this fall. A nomination committee was formed to consider candidates for the honor. Reprinted from EAA member news.

Aviation Law Symposium Bob Warner was in Dallas, Texas, for the annual Air Law Symposium hosted by Southern Methodist University. Bob met with the EAA Legal Advisory Council during that event. The Council discussed legislative strategy for the "Hoover bill" covering FAA emergency revocation powers, as well as alcohol and drug testing for small commercial and sightseeing aircraft operations. Reprinted from EAA member news.

EAA Avid Flyer to Bass Pro Shops

John Gaertner was in Gurnee, Ill., to meet with Bass Pro Shops representatives regarding their massive new outlet in the Gurnee Mills mall. EAA is loaning the



outlet an Avid Flyer on floats, which will be displayed in the store's restaurant. Reprinted from EAA member news.

First Young Eagles Flight in Iran The Young Eagles Office has received a completed Eagle Flight registration from EAA member Ali Roozbehani in Ekbatan City, Iran. Ali flew 15-year-old Hamid Reza Shoaee in a Bonanza F-33 on Feb. 12 for what is believed to be the first Young Eagles flight in that country. Since the beginning of the program, Young Eagles from 66 countries have been flown by pilots representing 36 nations. In other Young Eagles news, a major mailing is going out to all Young Eagle pilots this week. The mailing features a bold, colorful new poster featuring Young Eagles and EAA's education programs. Reprinted from EAA member news.

EAA Aircraft Loaned EAA Air Adventure Museum Director Tom Barrett reports that the EAA Aviation Foundation's Museum Committee, a committee of the EAA Aviation Foundation Board of Directors, has approved a loan of five airplanes and one glider to Heritage Halls, a new transportation museum in Owatonna, Minn. The airplanes that will be loaned for display include the Fairchild 24, Great Lakes Replica, Piper J-2, Waco RNF and KR-21B. The Nimbus glider will also be loaned to the new facility. The aircraft will be moved within the next three weeks. Reprinted from EAA member news.

EAA Warbirds Show on ESPN April 10 EAA's warbirds television special, "Keep 'em Flying," has been tentatively scheduled on ESPN for 1 pm (Eastern time) on Friday, April 10th. This one-hour program features many beautiful Warbird aircraft that have been restored. It will also be made available for home video sale later this year. Reprinted from EAA member news.

FAA'S Budget Proposal President Clinton's budget proposal for the next fiscal year hit the streets last week with a resounding thud. While the FAA would see a seven percent increase overall when compared with current funding, hidden deep within that budget are plans for the feds to collect an additional \$1.7 BILLION in aviation taxes. Included are assumptions that Congress will allow the FAA to be funded entirely by cost-based user fees by the year 2003. Reprinted from AVflash 4.06

Budget Evokes Flames AOPA prez Phil Boyer labeled the proposed budget a "Trojan Horse," adding this dire warning, "Do all your flying by 1999, you won't be able to afford to fly after that...if the Administration gets what it wants." NATA's Jim Coyne noted that last year Congress rejected a similar scheme. Apparently nobody at the FAA had their hearing aid turned on. "The worst part is that the Agency's most recent proposed user fees are not even defined," said Coyne. Reprinted from AVflash 4.06

Your Dollars, No Sense AVweb reported two weeks ago that your pocket may be in the process of being

picked, and now AOPA Legislative Action reports a new Congressional report has confirmed the \$6 billion dollar tax increase on aviation and new user fees hidden in the President's proposed 5-year FAA budget. Reprinted from AVflash 4.08

The Future is Now! For years, AVweb has been reporting on the possibility of aviation user fees, but for pilots flying into and out of Sacramento county's Mather Airport, it has become reality. On February 20, pilots began having to pay a \$2 dollar per call fee to access AWOS weather on a 1-900 number. One FBO employee at Mather tells AVweb that as it sinks in, he expects a lot of pilots to be very unhappy. We at AVweb are already not very happy. Reprinted from AVflash 4.09

Y2K: Time isn't on FAA'S side...or Ours If all goes well with the U.S. ATC system in the early morning hours of January 1, 2000, no one will be more surprised than the FAA. If it doesn't, rest assured there will be plenty of finger pointing. A joint congressional hearing last week found that the FAA was way behind in testing and implementing fixes. FAA brass have been telling anyone who would listen that the most "critical" of the computer systems will be upgraded by November of 1999. However, independent auditors say they better get moving. For example, only 125 of the agency's 430 mission-critical systems have been determined to be Y2K compliant...and those are the easy ones. Reprinted from AVflash 4.06

Who Made the Weather Gods so Mad? Blame it on El Nino. Blame it on the Bossa Nova. Heck, blame it on Kenneth Starr! Who or whatever is responsible last week caused some nasty weather that did big damage to airports and airplanes in its path. At least three tornadoes touched down in southeast Florida Monday night, the storm destroying or damaging hundreds of GA aircraft. Rain on the West Coast flooded some airports, with Palo Alto reporting three feet of water in places, inundating some planes. Reprinted from AVflash 4.06

FAA Misses Deadline, Loses WAAS Dough? Will a missed FAA deadline deal the Wide Area Augmentation System a setback? The FAA was supposed to submit a WAAS report to Congress on January 31, but failed to do so. Now, funds have been halted, at least temporarily. The FAA told prime contractor Raytheon Company that it can continue to work on the system "at its own risk" or ask the government for permission to terminate it. Will Raytheon pull the plug? When asked, a Raytheon spokesperson said the situation is still under "review". Reprinted from AVflash 4.06

Will DCA Become GIP? Happy birthday, Mr. President. As an 87th birthday present, Republicans in Congress voted to rename Washington National Airport as "Ronald Reagan National Airport." President Clinton signed the bill into law in time for Reagan's birthday Feb. 6. Those affected are asking who's going to pay for the not insignificant costs associated with the name change.

DCA will remain the airport's identifier and sources tell us that outraged NATCA officials have sworn controllers will never refer to DCA by its new moniker. Reprint from AVflash 4.06

Cirrus SR20 Takes Wing January 28 marked the first flight of Cirrus Design's SR20 production prototype from Duluth International Airport, Minn. The four-place composite aircraft completed its first flight with no significant problems noted, according to the company. A number of company test flights will be conducted before Cirrus starts its FAA certification flights later this year. Reprinted from AVflash 4.06

Concorde Returns Back by popular demand. British Airway's Concorde is returning to EAA Oshkosh '98. The Anglo-French supersonic transport will arrive Friday, July 31. (Will it have to rock its wings over Ripon?) You'll also have the opportunity to purchase a short subsonic trip on the Concorde, guaranteed to give you cocktail party bragging rights. But, better bring the green. That little jaunt will set you back a hefty \$715. Reprinted from AVflash 4.06

AAL 727 Lands Short at ORD... If the old adage that any landing you can walk away from is a good one, then this crew did well. Still, by most other measures, it was not a great landing by the flight crew of American Airlines flight 1340. The B-727, with 115 passengers and six crew members aboard, landed approximately 200 feet short of O'Hare International's runway 14R in heavy fog. After shearing off at least two rows of approach lights, the Boeing skidded some 2,000 feet -- shedding its main landing gear and left engine in the process -- before coming to rest west of the runway. No one aboard the Jurassic Jet was injured. Reprinted from AVflash 4.07

...Rough Ride Was Captain's first 727 CAT II Landing... It was reportedly the first for-real CAT II approach in the three-holer for the 727's unidentified 10,500-hour Captain; although the NTSB reported that he had made some 10-11 other successful CAT II and CAT III approaches in other aircraft, as well as untold numbers in the sim. The Captain had accumulated 1,600 hours in the 727 with 400 hours as PIC. Weather at the time was 100 feet overcast, an RVR of 1,600 feet at touchdown with 3,000 feet at mid-field in freezing fog. AA said it would prohibit CAT II/III approaches by its 727 fleet for the duration of the investigation. Reprinted from AVflash 4.07

...As Controllers Review Procedures Because the ORD control tower was not aware the 727 had crashed, controllers continued to clear aircraft to land on the runway. United's flight 702 completed its landing and roll-out amid the debris on the runway. Airport maintenance workers spotted the American plane off the runway in the mud and advised the tower that there was debris on the runway. United's flight 754 then reportedly touched down, but was directed to go around. Reprinted

from AVflash 4.07

FAA Proposes Class B Airspace at CVG, Tweaks SE IFR Rule... A rash of proposed rules were on the FAA's plate during the first half of February. Among the changes proposed: replacing Cincinnati-Northern Kentucky Int'l Airport's Class C airspace with Class B and a proposed amendment to its recent final rule allowing single-engine IFR under Part 135 addressing redundant power requirements for gyroscopic instrumentation, easing the burden in some aircraft configurations. Reprinted from AVflash 4.07

...Proposes AD on Cessna 172R and Piper Tomahawk... Proposed Airworthiness Directives from the FAA seek to formalize a Cessna Service Bulletin on the latest version of its venerable Skyhawk, this the one dealing with the rivets in the door post in the 172R. They also want to require repetitive replacement of a new, life-limited rudder hinge bracket on the PA-38 Tomahawk. Reprinted from AVflash 4.07

Parts Problem -- If You Build It Stronger, It Will Cost More As AVweb first reported in September, GA interest groups have been working with the FAA to modify a costly proposed rule affecting the certification of new replacement parts to the latest FARs. Now, a coalition is planning to meet with the FAA later this month in an attempt to reach an agreement. EAA and others maintain that any final rule should include exemptions for light aircraft. Reprinted from AVflash 4.07

FAA Says Parts Ain't Parts AVweb first told you back in September about a coalition of general aviation groups working with the FAA on a proposed rule regarding certification of replacement parts. Last week EAA voiced its concerns, now AOPA chimes in on the subject, again. AOPA says that there's no good "reason for decimating significant segments of the U.S. general aviation industry." The group's letter to the FAA notes that the proposed rules would cripple the STC market, safety improvements to existing aircraft would be blocked, and manufacturers would be discouraged from restarting production of previously certificated designs. Reprinted from AVflash 4.08

Paging President Fillmore? Computer Flaw Makes Airports Vulnerable? The New York Times last Sunday vividly warned that computer systems used in controlling access to some 40 airports around the world were vulnerable. A security consultant created a fictional employee -- Millard Fillmore -- who went undetected. Sources tell AVweb that the Times story was all wet. In fact, the "security holes" supposedly found in a financial institution's computer would not be a problem in airport security, but the troubled company making the charge gained a lot of publicity. Meanwhile, AVweb was unable to reach the former president for comment.

Carriers Slash Commissions, so Travel Agents Bill Passengers

Picture yourself as an airline executive presiding over one of the industry's best financial years ever. What to do? Why, slash the Commissions paid to travel agents for booking reservations...yeah, that's the ticket! Passengers still end up paying, with many agents now charging a surcharge. Now Sen. John McCain, (R-AZ), chairman of the Senate Commerce and Transportation Committee, has asked DOT Sec. Rodney Slater to determine if there is a problem. Reprinted from AVflash 4.07

Number One with a Bullet? Rifleman wings DELTA 727 at ATL

Is it open season on 727s in Georgia? Someone took a shot at a Delta Air Lines B-727 Friday at Atlanta's Hartsfield International while taxiing to takeoff. The bullet penetrated the outside layer of a triple-pane window in the passenger cabin and was later recovered by authorities. The jet returned to the gate without injuries to its passengers to lick its wounds while the FBI is investigating. Reprinted from AVflash 4.07

Carriers to Install Defibrillators

Too late to help the passengers on the wounded Delta jet, Delta, along with UAL and AAL, said last week that they will be adding heart defibrillators to their jets' on-board medical kits. In addition, carriers will train flight crews on how to use them. Reprinted from AVflash 4.07

It's a Jungle Out There I -- Leaping Lizards... Not!

Somebody will probably get a new wallet or a handbag out of this. Last Saturday's shipment of 800 live tropical lizards from Bonaire to Amsterdam failed to make it alive. Someone forgot to punch air holes in the containers to allow the lizards to breathe during the nine-hour flight. Reprinted from AVflash 4.07

It's a Jungle Out There II -- Oh, Rats!

Swissair mechanics Tuesday reveled in the glow of accomplishment after completing yet another complicated task allowing their airline to get its jets into the air: finding and evicting a rat from an Airbus A319. The vexing varmint stowaway forced Swissair to ground the Airbus for two days. Reprinted from AVflash 4.07

Maybe it was Those Little Soap Bars

Traveling in a human mailing tube gets to some people. Such an explanation may be the only one available to an unidentified passenger aboard an AAL flight from Tampa to Dallas on February 3. The unruly passenger occupied the lavatory of the MD-80 and -- after disrobing -- proceeded to destroy it. An altercation with another passenger ensued. Reprinted from AVflash 4.07

Meigs Field Gets IFR Approach

For the first time in the history of the airport, IFR aircraft inbound to Chicago's Meigs Field no longer have to rely on VFR

weather minimums to land.

On January 29, 1998, the FAA published a standard instrument approach procedure for Meigs. This non-precision approach utilizes GPS navigation for a procedure to runway 36. Ceiling minimum for the approach is 1220' MSL (627' AGL). Visibility minimums are 1 1/4 mile visibility for A and B category aircraft (120 knot final or less) and 1 3/4 mile for C category aircraft (121 - 140 knot final).

Technical hurdles had to be overcome, many of which centered on the complex airspace structure surrounding the Chicago metropolitan area. The 15 degree bend in the approach at the final approach fix is a result of these complexities. Pay particular attention to the comment section of this approach. It states that ***circling west of Runway 18-36 is not authorized***. Pilots wandering into this region are at their own risk regarding confrontation with the local phenomena of "ferrous nimbus and concrete cumulus" known to populate this area! Reprinted from Illinois Aviation.

We Concur That We Incur

Ever taxied across a runway you weren't cleared for? Those little blunders are called "runway incursions" and we are apparently making more of them. They increased nearly 19% in 1997 and GA is the guiltiest party. General Aviation aircraft account for 59% of operations at towered airports, but 72% of incursions. Luckily, they more often lead to embarrassment than accidents. The Runway Incursions Subcommittee of the FAA's Research, Engineering and Development Advisory Comm. suggest, among a number of recommendations, a rule change requiring a specific clearance to cross each runway, wider and reflective "hold short" lines, enforcement of English proficiency, and pilot education. The AOPA Air Safety Foundation says it's already working on the latter. Reprinted from AVflash 4.08

Airlines Get Up Close and Personal

Speaking of "runway incursions," NWA and CAL jets went nose to tail recently in Newark, N.J. Witnesses say ground radar was out when the NWA pilot stopped on a taxiway with part of his tail still hanging over the runway. The CAL pilot on his takeoff roll managed to stop about 1,200 feet from the NWA DC-9. On the left coast at Ontario, Calif., an SWA 737 turned onto the runway head-on with a UAL 737 already on its take-off roll. The UAL jet managed to swerve and stop, averting a tragedy. Reprinted from AVflash 4.08

FAA Targets Widely Used KT-76A Transponder with AD

Finally, the FAA targeted the 20,000 KT-76A transponders in service throughout the GA fleet with an AD. The agency is concerned that the units are transmitting misleading altitude information and the fix is estimated to cost \$120 each. Compliance is required in just 6 months. Ouch! Have you submitted your comments yet? Reprinted from AVflash 4.07

Transponder AD just got Pricier... But

for Whom? AVweb warned aircraft owners with KT-76A transponders last week about the proposed AD, but the fix that the FAA said would cost about \$120 dollars may well cost more. Experts tell AVweb the FAA's 2-hour figure isn't nearly enough. They also tell us that AlliedSignal has been picking up the cost of the fix under warranty...but apparently didn't bother to tell the FAA. The agency is still accepting comments on this proposed AD. Reprinted from AVflash 4.08

RICHARDS-GEBAUR Back on the Chopping Block? If left to the powers-that-be in Kansas City, Missouri, Richards-Gebaur Airport is toast. After being rebuffed in Congress last year, the city is now petitioning the FAA to release it from its federal grant obligations and allow it to close Richards-Gebaur. The FAA is seriously considering the request. The battle isn't quite over, however. AOPA tells AVweb it is continuing "to fight to ensure no GA capacity is lost in the Kansas City area." Reprinted from AVflash 4.08

Free Flight in Free Fall? The National Research Council has come out against giving pilots greater control over their routes in a program called "free flight" until it can be "proven safe." A two year free flight test is set to begin next year in Alaska and Hawaii. Reprinted from AVflash 4.08

Show Me the Money EAA members, long stymied by the lack of loan opportunities for homebuilt aircraft, now have a place to turn -- the EAA. EAA has joined forces with Green Tree Financial Services to offer the "EAA Aircraft Finance Plan." Reprinted from AVflash 4.08

Spiffy Pitts A trainer many people recognize better upside down than right side up has gotten spiffed up. Aviat Aircraft has morphed their aerobatic trainer, the Pitts S-2B into the S-2C, and says it has changed nearly everything from the shape of the fuselage to the wings, even the landing gear. Though the new bird has been given the name "Hot Stuff," word is that even an "average" pilot can land it. Reprinted from AVflash 4.08

AOPA Wants ATC Evolution, not Revolution... AOPA President Phil Boyer told Congress last week that the FAA's "revolutionary" approach to updating air traffic control has failed. Boyer says that what the system needs is an "evolutionary" approach, instead. The FAA's efforts have resulted in cost overruns, obsolete technology, and no significant ATC improvements, charged Boyer, who likened previous FAA modernization efforts to trying to remodel a house by tearing it down to the foundation while still trying to live in it. Reprint from AVflash 4.09

...But NATA Sees Things a Bit Differently Jim Coyne, president of the National Air Transportation Association, is pushing for more

"revolution." He prefers that the FAA develop a system of using networked "autopilot-linked cockpit computers with realtime airspace servers that can instantly situate all aircraft in the system in four dimensions," allowing pilots to chose their own headings to cut enroute time. Coyne claims such a system would result in "improved reliability, accuracy, and redundancy" and would also enhance system-wide safety. Reprinted from AVflash 4.09

Meanwhile, Airline Safety Stats are Looking Better... The NTSB said this week that 1997 was a good year for major U.S. airlines, with only three fatalities versus 342 in 1996. None of the deaths last year were the result of a crash and only two were passengers, one occurring when the pax fell through an open catering door while boarding in Peru. An unrestrained pax was killed when a UAL 747 encountered turbulence over the Pacific and a Delta ground crew member was crushed by a jet's nose wheel at LGA. Reprinted from AVflash 4.09

...and G.A. Safety Continues to Improve General Aviation's numbers improved, too, with GA pilots still having too many accidents, but fewer than in 1996. AOPA Air Safety Foundation says there was a nearly 3% reduction in accidents -- 1,854 in 1997 compared to 1,905 in 1996. While not a tremendously large improvement, consider that the numbers are 55% better than in 1977, when there were 4,079 GA accidents. Bruce Landsberg, ASF executive director, noted, "GA had fewer accidents than any time since record-keeping began in 1938. Moreover, both total accident and fatal accident rates were the lowest ever recorded. We should be proud, but not complacent. We can improve this record even more." Reprinted from AVflash 4.09

Restrain that Kid You may have had them fall on your head out of an overhead bin, but now the FAA wants Child Restraint Systems where they think they belong -- in the seat next to you. The FAA is considering imposing new regulations to improve child safety on the nation's air carriers, but first they want to hear from you on issues ranging from which type of seats to use to who should have to buy them. You have 120 days to speak out before the FAA decides whether to issue a Notice of Proposed Rulemaking. Reprinted from AVflash 4.09

FAA Asks RTCA for Certification Help With the possibility of Free Flight looming, the FAA is asking for input from RTCA Inc. (formerly known as the Radio Technical Commission for Aeronautics) on the future of aviation in general and avionics in particular. A Certification Task Force has been assembled to investigate certification issues and part of the committee's mandate is to consider if regulatory requirements for GA avionics can be eased without compromising safety. Co-chair of the task force, former FAA Associate Administrator for Regulation And Certification, Tony Broderick, commented, "Our task force charge is to examine that issue, and find ways to streamline the certification

processes so as to reduce avionics costs without sacrificing safety." They will be looking for constructive input. Reprinted from AVflash 4.09

Sunshine State Praying for a Reprieve

GA aircraft took a beating along with everything else in Florida last week as powerful storms and tornadoes with winds upwards of 200 miles an hour damaged or destroyed more than 200 aircraft and did millions in damage to hangars and airport buildings. El Nino-induced storms have done a number on aircraft in Florida, as well as lesser damage in California, this year, and it's not over. Meteorologists say we could feel the effects into early summer. Reprinted from AVflash 4.09

Blame and Liability in CALI

Jeppesen-Sanderson and Honeywell Air Transport systems discovered last week they could still be held liable in the deadly 1995 Cali tragedy when an American 757, Flight 965, crashed into a Colombian mountainside. Friday, Judge Shelby Highsmith announced he had denied a request by Jepp and Honeywell on a summary judgment. AA originally acknowledged its pilots contributed to the crash, but later blamed the on-board nav computer -- made by Honeywell and programmed by Jeppesen -- as well as Colombian ATC. Reprinted from AVflash 4.09

On Your Mark, Get Set

Tired of the \$100 hamburger? We may have just the thing to renew the thrill of slipping the surly bonds of earth. There are nearly 30 cross country air races being held this year from April until October and very likely one of them will be convenient for you. Qualifications are pretty minimal, and all races are flown in daylight, VFR. Win stuff, make friends, brag big! For more information on the races, contact Air Race Central at 808/373-1889 or e-mail racepilotgreg@compuserve.com. Reprinted from AVflash 4.09

B-1B Crew, Phone Home

Two crewmembers of a B-1B Lancer bomber walked to a phone and called for help after their plane crashed into a muddy cow pasture near Mattoon, Kentucky last Wednesday. The plane and its 4 man crew were on a training run when they bailed out after smoke filled the cockpit, parachuting safely to the ground. The bomber wasn't carrying munitions, but it was carrying secret papers. One resident found a notebook marked "Seventh Wing Communications; Secret NATO Crypto" and posed with it for a local newspaper. Reprinted from AVflash 4.08

Hold the Pickle, Hold the Lettuce

Hey, no one ever accused the fine folk of Mattoon, Kentucky, of having no sense of humor. The town recently became the final resting place for a B-1B bomber out of Texas' Dyess AFB. The B-1 crashed just a short distance away from the Mattoon General Store, home of the "Toon Burger" -- or at least it was. Now it's home to the "B-One Burger," complete with condiments, for a buck eighty-five. Oh, and if you want a "We Survived the B-One Crash" T-shirt, that'll cost you another \$8. Reprinted from AVflash 4.09

SHORT FINAL...

Senior airline captain complaining to chief pilot: "I'm really getting tired of this...Every time I wake up the other two guys are reading." Reprinted from AVflash 4.06

Found on the Net... Top Ten Changes at NASA to Accommodate 76-Year-Old John Glenn's Return to Space Aboard the Shuttle Discovery:

10. All important devices now operated by the Clapper.
9. Shuttle's thermostat set at 80 degrees.
8. Shuffle board installed in cargo bay.
7. "Early Bird" specials from Morrison's Cafeteria included on menu.
6. One monitor specifically designated for Matlock.
5. Little bowls of candy scattered randomly about the ship.
4. Top speed of shuttle set at 25 miles per hour.
3. Installed a new bifocal windshield.
2. Space pants now go up to armpits.
1. Left-blinker left on for entire mission. Reprinted from AVflash 4.07

We all appreciate quick-thinking pilots, in the air or on the ground... Many years ago I traveled by General Aviation making business presentations to banks. The presentation involved using a projector and folding screen. Upon returning from one such flight, I went into the FBO office to turn in the logbooks and pay for the Skylane I had rented. The local hanger-flyers seemed to be looking me over suspiciously as I lugged my flight gear, logbooks, briefcase, and the projector screen. Realizing that they thought I looked out of place, I glanced over my shoulder towards them and remarked, "In-flight movies." Reprinted from AVflash 4.08

For months after California's Northridge earthquake of 1994, aftershocks rocked the San Fernando Valley and Van Nuys Airport. One morning about three weeks after the initial quake there was a particularly sharp aftershock. Moments later on Van Nuys' ground control frequency:

"Uh, four three kilo would like to file a pilot report for moderate turbulence on the east taxiway..." Reprinted from AVflash 4.09

FOR SALE

1993 PLYMOUTH ACCLAIM. One owner. 80,000 Business Miles. Well maintained. New tires. \$5000. Ron Wright @ 694-1527 East Peoria.

CONSTANT Speed Propeller hub. For older Cessna 180-182. Reworked by Aircraft Propeller Service, Wheeling, IL. \$350 invested. Sell \$235. Al Lurie @ 309/682-1674 afternoons/evenings. Peoria.

POBER SUPER ACE project. Single place, parasol wing, takes a 65 to 150 hp engine. Fuselage needs sheet metal work (.025 aluminum included), gas tank, firewall forward and covering. New 6x6 McCrearys and Cleveland wheels with chrome rotors. Maule full swivel tail wheel. Tail feathers are ready to cover and include a Mac. Servo trim

on the elevator. Wings and ailerons are ready to cover. Wing struts are complete and primed as is the fuselage. Asking \$8,300.00. Contact: Bill Flynn, 1810 Monterey Ave., Schofield, WI. 54476. Phone 715/359-3737.

FAIRCHILD PT-19 Wing tank. 25 gal. \$100. 815/265-4422 Gilman.

ULTRALIGHT Lazair Micro light. Twin eng. Single place. EC. W/custom made enclosed trailer. \$5400 firm or possible trade. 309/676-3216 Peoria.

1962 PIPER 250 Comanche. 2130TT. 1100 SMOH. New 3-blade Hartzell prop. Spinner. Governor. Very nice interior. Many upgrades. \$54,000. 309/827-5631 Bloomington.

HANGARS For Rent. Tri-county Airport, Yates City, IL. \$25 -\$55 per mo. Storage for boats, motor homes, trailers, etc. Call today to reserve your space, 309/742-8668 Elmwood.

April 19-25 - LAKELAND, FL - 24th Annual EAA Fly-In & Sport Aviation Convention. 941/644-2431.

April 19-25 - LAKELAND, FL - 2nd Annual Mini-500 Round-Up. 816/637- 2800.

April 25-26 - SPRINGFIELD, IL - Fifth Annual Charlie Wells Memorial Fly-In at Springfield's Capital Airport. Contact: 217/483-3201.

Calendar

Mar. 19 - GALESBURG, IL - Aviation Safety Program. At Jet Air, Inc. Maintenance Hangar at the Galesburg Municipal Airport, starting at 7:00 pm. Contact Jan Currie at 309/342-3134 or John Blohm at 217/744-1910.

Mar. 21-22 - AURORA, IL - Aerobatic Safety Seminar at EAA Chapter 579 Building at the Aurora Airport. Contact: 815/886-3110.

Mar. 21-22 - DENTON, TX - EAA Sport Air Workshop. 800/967-5746.

Mar. 22 - GREELEY, CO - EAA Chapter 720 Snowbuster Fly-In/Breakfast. 970/353-5807.

Mar. 28 - RIVERSIDE, CA - 6th Annual Airshow-98. Pancake Breakfast/Classic Car Show. 909/351-6113.

Mar. 28 - MEMPHIS, TN - EAA Chapter 182 will hold a pancake breakfast starting at 8:30 am with their monthly meeting to follow at 10:00 am.

April 4 - CHAMPAIGN, IL - IFR/VFR Seminar at Willard Airport. Contact: 217/352-3026.

April 4-5 - MINNEAPOLIS, MN - EAA SportAir Workshop. 800/967-5746.

April 11 - CANTON, IL - Fulton County Flying Club Breakfast at Canton Ingersoll Airport. Contact: 309/245-4777.



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