

Illinois Valley Beacon

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Breakfast Saturday, April 4th. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. See you there!

April Meeting Our next Chapter meeting will be on Wednesday, the 8th of April, at 7:30 p.m. in our hangar at Mt. Hawley Airport.

Our guest speaker will be John Kriegsman from Pekin. John was a liaison pilot for a field artillery unit in the South Pacific during WWII. He was one of the first pilots to fly off of a ship and use the Brody landing system to land (essentially they used a line to capture a J3 Cub when it was landing); see Air and Space 2 or 3 issues ago.

Kriegsman is a graduate of the U of I and ROTC. At one time, he was a Captain in a field artillery unit. John was too old for a cadet position, (he is now 85) so he became a liaison pilot.

March Program We met on Wednesday, March 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 February meeting and Technical Advisor Al Lurie related information concerning engine starter ring failure on Rotax 582's and a fuel starvation problem with the Mini-Max.

Hangar Committee Chairman Al Phipps reported that there had not been a committee meeting during the previous month. However, there was some hangar news. Chapter member Bruce Chien is moving his aircraft to another location and members Bill Engel and Morrie Caudill will be housing their aircraft in the hangar.

After some discussion, it was decided that we should move our Christmas Luncheon to the First Christian Church, 6400 N. University St., Peoria. It will still be the first Saturday of December and Cater Inn will continue to serve the food.

President Sam Sisk asked Bill Engel to chair a committee to review and update the Chapter By-Laws.

Brian Briggerman received from Oshkosh a "Young Eagles" clock. It was probably a reward for his having faithfully served as Young Eagles Coordinator for the past few years. Brian has donated the clock to the Chapter for our hangar.

Young Eagles On Saturday, March 7th, Chapter Young Eagles Coordinator Joe Rex flew 10 youth from the Peoria High Air Force ROTC. Also, every year EAA member Bill Doyle flies the physics class at Henry High School. Probably by the time you are reading this, Bill and Joe will have already taken these students on their Young Eagle Flights.

Joe announced at the March meeting that he is open to any suggestions on how to better organize our Young Eagle Rallies, so that they are not quite so chaotic!

President Sam Sisk mentioned that last year Chapter members flew a total of slightly over 400 Young Eagles. Oshkosh is mailing to each Chapter member pilot a credit of one dollar for each Young Eagle flown. These credits can be used to sponsor a young person to one of the EAA Air Academies this summer. Tuition to the Academies varies from \$400 to \$900 per session. We would like to sponsor several young people. Please forward your credits to either Sam Sisk or Joe Rex, so that we can pool our chapter resources.

We decided that Air Academy attendees would be expected to demonstrate their interest with a willingness to pay at least part of their tuition. As a Chapter we want to collect as many "Pober Bucks" as we can get our hands on.

The more credits we can come up with, the less we have to take from our treasury. Please contact Young Eagles Coordinator Joe Rex with your recommendations of a young persons who might be interested in attending an Air Academy. The following are some of the Academies offered by EAA:

EAA Jr. Air Academy, An Aviation Camp for Boys & Girls age 12-14, Registration Fee \$400.00, Session 1: June 19-24, 1998, Session 2: June 26-July 1, 1998.

The EAA Jr. Air Academy is a resident aviation program sponsored by the EAA Aviation Foundation, Inc. and presented at the EAA Aviation Center in Oshkosh, Wisconsin.

A week of aviation fun at EAA. A balanced menu of aviation and recreation activities. Housing and meals in the new Air Academy Lodge on Pioneer Airport adjacent to the EAA Air Adventure Museum. Around-the-clock supervision and quality instruction by experienced counselors and instructors.

EAA/AMA Aeromodeling Academy, An Aviation Camp for Boys and Girls age 14-17, Registration Fee \$450.00, Session One: June 10-16, 1998 at AMA in Muncie, IN.,

Contact AMA for details and registrations materials., Session Two: July 6-11, 1998 at EAA Oshkosh.

The EAA/AMA Aeromodeling Academy is a resident program sponsored by the EAA Aviation Foundation, Inc. and presented at the EAA Aviation Center in Oshkosh, Wisconsin. An intense week of aircraft modeling activity providing hands-on experiences in building and flying model aircraft.

A balanced menu of aviation and recreation activities. Housing and meals at the new EAA Air Academy Lodge on Pioneer Airport adjacent to the EAA Air Adventure Museum. Around-the-clock supervision and quality instruction by experienced counselors and instructors.

EAA Air Academy, An Aviation Camp for Youth age 15-17, Registration Fee: \$500.00 for one week and \$900.00 for two weeks. Session One: July 13-19, 1998 (One week), Session Two: July 21-August 2, 1998 (Two weeks), Supported by the AVEMCO Insurance Company

The Air Academy is a once-in-a-lifetime summer aviation experience sponsored by the EAA Aviation Foundation, Inc. and presented at the EAA Aviation Center in Oshkosh, Wisconsin. Study aviation from every angle - the people, places and science of aviation.

Held each summer at EAA Oshkosh where the world focuses on aviation for adult enthusiasts. Housing and meals at the new EAA Air Academy Lodge on Pioneer Airport adjacent to the EAA Air Adventure Museum.

Master craftsmen and teachers share their skills and the lore of aviation. Activities culminate with participation in the EAA Fly-In Convention.

EAA/Balloon Federation of America Academy, An Aviation Camp for Boys & Girls age 15-17, Registration Fee: \$900.00, One Session: August 9-15, 1998.

The EAA/BFA Academy is a resident aviation program sponsored by the EAA Aviation Foundation, Inc. and presented at the EAA Aviation Center in Oshkosh, Wisconsin.

A week of Aviation fun at EAA. A balanced menu of aviation and recreation activities. Housing and meals at the new EAA Air Academy Lodge on Pioneer Airport adjacent to the EAA Air Adventure Museum. Basic balloon flights and ground school.

"Everything you ever wanted to know about GPS and more." Many chapter members brought their hand-held GPS's to our March meeting to share their knowledge and experiences. A video camera projected the small GPS screens to a TV so everyone had a good view of the demonstration.

There was quite a bit of praise for GPS as a navigational aid. Even the inexpensive models without databases will get you from here to there, as long as you know where

there is in degrees, minutes and seconds of latitude and longitude. The larger handhelds with full aviation databases were really impressive. The group discussions that ensued were both informative and entertaining.

QUESTIONNAIRE RESULTS *from Sam*

We had an overwhelming response to our questionnaire that we sent in last month's newsletter. Each chapter member was asked to rank their preferences for Chapter activities. Thanks to all nine of you that returned them. It was a little more than 10% returned, better than average. The results are as follows, from first to last place: Guest Speakers, Information Nights, Flying Refreshers, Other Visits, Hands on Night, Project Visits, Christmas Luncheon, How-to Meetings, Summer Picnic, Fly-out Breakfast, Plans Night, Sell and Swap Night, Fly-in Breakfast, Bus Trip, Potluck Dinner, Combined meeting with Ultralighters, Awards, Membership Night and Homebuilts.

AUSTRALIANS READY FOR OSHKOSH We have received confirmation that a group of several hundred Australians will be coming to EAA AirVenture Oshkosh '98. It's the first organized tour to Oshkosh from Down Under since 1995. Tentative plans call for an Air New Zealand 747 to arrive at Wittman Regional Airport on opening day, Wednesday, July 29. *Reprinted from EAA members only Web site*

AVIATION MEDICAL NEWS EAA has received an increasing number of inquiries regarding aviation medical issues in recent months. Many callers are also expressing support for a renewed effort toward medical self-certification under Recreational Pilot regulations, a proposal rejected by the U.S. Department of Transportation last year. In other news, Aeromedical Council member Stan Mohler is continuing to update the EAA medical information supplied to callers to the Information Services Office. That project was begun by fellow Aeromedical Council member Brent Blue. *Reprinted from EAA members only Web site*

AMA OFFICIALS AT EAA On March 20 we welcomed Dave Brown, president of the Academy of Model Aeronautics (AMA), as well as AMA Executive Director Joyce Hager and Education Coordinator Mike Stokes, to the Aviation Center. The AMA group met with Education Director Chuck Larsen, NAFI Executive Director Sean Elliott, EAA Director of Aircraft Operations Joe Schumacher and EAA President Tom Poberezny to discuss education initiatives and youth-oriented activities that may be of mutual interest. *Reprinted from EAA members only Web site*

HARLEY EVENT PLANNING Preparations continue for the visit of thousands of Harley-Davidson enthusiasts to EAA on June 11. That event is a one-day trip from Milwaukee, where the company will be celebrating its 95th anniversary and the Harley Owners Group (HOG) will celebrate 15 years. On March 18, several EAA officials met with Paul Raap, regional

manager of the Harley Owners Group. *Reprinted from EAA members only Web site*

B-17 PREPARES FOR WILD WEST TOUR The Kermit Weeks Flight Research Center staff is completing the annual inspection on the EAA Aviation Foundation's B-17 "Aluminum Overcast." The B-17 will make several test hops next week so it is in top flying condition for the upcoming "Wild West" Tour, which begins in late April. *Reprinted from EAA members only Web site*

BUILDINGS ON THE MOVE Several buildings on the EAA AirVenture Oshkosh site have been moved this past week to place them closer to their newly designated areas. The Exhibit Manager's Office and the Outdoor Exhibits Office have both been moved to the north side of Indoor Exhibit Hangar A. Also, Stone masons have almost completed their work on the new EAA Air Academy Lodge and that exterior siding should be in place by this time next week. Completion date for construction should be April 15. *Reprinted from EAA members only Web site*

MACKAY IN LONDON Bob Mackey, EAA Corporate Risk Manager, was in London this week to facilitate insurance for EAA AirVenture Oshkosh '98. The trip was extremely successful. We continue to receive outstanding support from our brokers at Marsh & McLennan as well as the London underwriters. Bob also met with members of EAA Chapter 1166 in Thruxton, England. He also met with Popular Flying Association Chairman Colin Mitchell. *Reprinted from EAA members only Web site*

BUCKEYE DONATES POWERED PARACHUTE We are pleased to accept a generous donation from Buckeye Powered Parachutes -- a Buckeye "Dream Machine" powered parachute kit, which will be assembled by EAA volunteers and staff. The Dream Machine will be based at Pioneer Airport for educational purposes and flight demonstrations. We appreciate Buckeye's donation. *Reprinted from EAA members only Web site*

NEW IAC EXECUTIVE DIRECTOR Bob Marcom has accepted an offer to become Executive Director of the International Aerobatic Club (IAC). Marcom has been a longtime pilot and EAA member who has been involved in marketing and technology businesses for many years. Bob succeeds Sharon Heuer, who will remain with IAC temporarily to help acclimate Bob to the position. *Reprinted from EAA members only Web site*

GA FORECAST CONFERENCE This week EAA President Tom Poberezny was in Houston to participate in FAA's annual General Aviation Forecast Conference. He participated on a panel that included AOPA president Phil Boyer, Joe Ponte from NBAA and GAMA's Ed Bolen. Poberezny spoke on sport aviation, while other topics included GA Team 2000, aircraft manufacturing and a case study of NBAA aircraft owners. *Reprinted from EAA members only Web site*

YOUNG EAGLES NEWS Steve Buss, Young Eagles

Executive Director, traveled to Chicago last Saturday to participate in the regular flight rally at Meigs Field, co-sponsored by the Tuskegee Airmen and the Friends of Meigs Field. He said the Tuskegee organization does an outstanding job relating to inner-city youth at the rallies. Buss also had the opportunity to discuss Meigs issues with Steve Whitney, head of the Friends of Meigs group. Buss was also in Reno, Nev., this week to attend a magnet school concept conference. There is currently a magnet high school project in Las Vegas which grew out of the Young Eagles program there. Nevada officials are considering expanding the program to other schools in the state. *Reprinted from EAA members only Web site*

PHP TRAVELS EAA Founder Paul Poberezny has had a busy month of travels. On Thursday evening, he was in Moline, Ill., to speak to a gathering of the Quad City Airmen. On March 14, Poberezny was in Barrington, Ill., to meet with members of EAA Chapter 790. Foundation Director Dan Majka is president of that very active EAA Chapter. *Reprinted from EAA members only Web site*

1999 SWEEPSTAKES AIRPLANE ARRIVES Daryl Lenz, EAA's Director of Aircraft Maintenance, reports that EAA has received the 1969 Piper Cherokee that will be fully refurbished for the 1999 EAA Aviation Foundation Sweepstakes. The 1968 Cherokee, which is the grand prize in this year's sweepstakes, is in the final stages of restoration. That airplane will be given away on Aug. 4 as part of EAA AirVenture Oshkosh. *Reprinted from EAA members only Web site*

EAA OSHKOSH '98, July 29 - August 4, 1998 Held each summer at Wittman Regional Airport in Oshkosh, Wisconsin, the EAA Fly-In Convention is one of the world's premier aviation events. More than 500 educational forums, seminars and workshops are presented to teach amateurs and professionals more about the latest in aviation. Daily air shows... evening programs... The latest aircraft innovations and designs are on display and explained by the people behind the ideas!

PRIVATE ATC TOWERS IN HOLDING PATTERN? The ultimate impact of last week's decision by a U.S. District Court judge that the FAA erred in setting up its contract tower program may be to put the agency's entire program at risk. The contract tower program -- in which low-activity FAA control towers are contracted out for operation by business instead of the government -- has long been a target of the National Air Traffic Controllers Association. Last week's court decision, after four years of litigation, came as a huge victory for the union. *Reprinted from AVflash 4.10*

WHY DO THEY PUT THOSE BELTS ON THE SEAT? A recent spate of turbulence encounters has served as a sometimes grim reminder that human mailing tubes flying six miles high are not immune to changes in the atmosphere. The first came Wednesday, as Alaska Airlines flight 684, a 737, was nearing Reno, Nevada. Eleven of the more than 100 passengers and crew aboard

were injured. On Friday, Delta Air Lines flight 808, a 757, suffered a similar fate over Louisiana, with six injuries to the 188 aboard. *Reprinted from AVflash 4.10*

KAL CARGO JET USES NORTH KOREAN AIRSPACE The times, they just keep a-changing. In the latest sign that the Cold War is a distant memory, North Korea last week allowed a civilian South Korean (KAL) cargo flight into its airspace. Perhaps most significant, the KAL jet was allowed out. The overflight was the first by a civil South Korean plane since before the Korean War in 1950-53. *Reprinted from AVflash 4.10*

GA TEAM 2000 ANNUAL REPORT GA Team 2000 -- the industry's latest attempt to improve student starts, flying activity and aircraft sales -- issued its 1997 Annual Report earlier this year. Among the highlights of the report is an 8.3% increase in student starts through November 1997. That translates into a two-year high of 61,375 new student pilots and serves as the basis for the effort to continue, with continued funding and an aggressive marketing plan. AVweb continues its support of GA Team 2000 in 1998. *Reprinted from AVflash 4.10*

LIGHTNING-LICKING FOKKER: More details have emerged from that February 26 runway incident involving a US Airways Fokker 100: among them, that the jet may have suffered 86 separate lightning strikes. Flight 861 from -- where else? -- Charlotte, N.C., blew two tires and collapsed the nose gear in the landing but no injuries were reported. According to ALPA, the twinjet lost both hydraulic systems after an encounter with what was estimated as a Level 4 thunderstorm. *Reprinted from AVflash 4.10*

FEDEX NO-FRILLS PASSENGER? Comes now this item from AVweb's AVscoop which should strike fear into the management of "no-frills" airlines: FedEx last week carried what may be its first no-frills passenger. FedEx's first such pax -- a part-time cargo handler at the Indianapolis sorting hub -- apparently went looking for a good place to catch a few winks and snuggled up with some overnight letters in the belly of a 727 that then departed for Richmond. He emerged shaken and chilled, but otherwise okay. *Reprinted from AVflash 4.10*

CORRECTION: We reported last week that a FedEx ground handler had fallen asleep in the cargo hold of a company 727 and was flown from Indianapolis to Richmond. Sources now tell us that the employee was securing cargo when another FedEx employee mistakenly closed the access door. Oops! *Reprinted from AVflash 4.11*

NEW TARGET DRONES FOR BRAZILIAN AIR FORCE? Anyone caught entering Brazilian airspace without a flight plan may find themselves in the crosshairs of an air force fighter: a new law allows that country's military to shoot down aircraft suspected of smuggling drugs. "Now we have a strong deterrent," said General Alberto Cardoso, according to Reuters. Let's just hope the U.S. Customs Service -- which came up with a similar concept a few years ago -- doesn't now resurrect that

bright idea. *Reprinted from AVflash 4.10*

ETOPS EXTENSION TARGETED BY CAPA: It's a dark and stormy night over the North Atlantic. You're in a twin-engine jet transport. One engine fails. How far is it to the nearest suitable airport on the remaining engine? If the Coalition of Airline Pilots Association (CAPA) has its way, it won't be much farther than it is now. The organization believes that the current 180 minute standard for extended range twin engine operations (ETOPS) -- waggishly known as "engines turn or passengers swim" -- should remain in place and not be revised to allow 240-minute ETOPS. *Reprinted from AVflash 4.10*

WHAT, THE TOWER CAB'S NOT HIGH ENOUGH? Sitting up in the tower cab at Las Vegas' McCarran International Airport (LAS) allegedly wasn't high enough for controller George Paton, 40. He was arrested February 25 and charged with being under the influence of a controlled substance, namely marijuana. The catch? Police took him into custody in the control tower at LAS before escorting him to their substation and charging him. *Reprinted from AVflash 4.10*

FAA'S FIELD APPROVAL PROCESS UNDER SIEGE... You didn't really want to install an IFR GPS in the panel, did you? Comes word from the left coast that it's become virtually impossible to complete many STC'd installations of any kind, with potentially serious consequences for General Aviation. On January 30, FAA Flight Standards issued Bulletin FSAW 98-03 decreeing that Field Approvals require a copy of "Instructions for Continued Airworthiness" and that all STCs applied for after January 28, 1981, will be required to have such instructions before installations will be approved. At least one FSDO -- Van Nuys, Calif. -- contends it has no authority to approve ICAs, and that they must be approved by engineers at an Aircraft Certification Office where it currently takes about a year to get an approval. AVweb has received reports that this issue has been raised by other FSDOs as well. The effect: to shut down all approvals of IFR GPS and many other STC installations. *Reprinted from AVflash 4.11*

...THROWING THE BABY OUT WITH THE BATH WATER? The Inspector's Handbook requires any major alteration to have ICAs. With moving parts and complicated mechanical devices, such a requirement makes sense. However, for electronics, as well as many other things, this should be a non-issue. The fact that the STCs were approved without these ICAs, and that alterations have for the last seventeen years been approved without any notable problems seems to have been ignored in the FAA's bureaucratic zeal. AVweb will continue to monitor and report on this developing story. *Reprinted from AVflash 4.11*

FIELD APPROVALS, PART DEUX: Last week AVweb told you about a snafu in the Field Approval procedure for STCs requiring Form 337s. You are now entering the Twilight Zone. Several AVweb readers have told us their FSDOs and inspectors are behaving just fine,

while others have indicated that their FSDOs are creating ridiculous enforcement nightmares. Word from our Washington sources is that there is now an effort underway to straighten out the mess of conflicting interps and actions, or inaction as the case may be, by the various FSDOs. Meanwhile, it's "shop a FSDO" time again. AVweb will keep you updated on any new developments. *Reprinted from AVflash 4.12*

THE PRESIDENT'S PLANE IS MISSING -- AIR FORCE ONE GOES STEALTHY Maybe one of the interns switched the transponder to "standby." (Gotta watch 'em like a hawk, you know!) One of the FAA's newest radar systems dropped Air Force One from controllers' screens for several seconds Tuesday. Radio contact with the President's flight was never lost and it was not near any other aircraft at the time. ZNY's new radar -- with a history of failing to properly display targets -- has been taken off-line for "unrelated repairs" and the FAA is investigating. *Reprinted from AVflash 4.11*

MEANWHILE, IN DALLAS... Certainly, the President should not go to Dallas, where sometimes traffic to and from Love Field reportedly fails to show up on that radar system. The Dallas Morning News reports that a new radar array for the Dallas/Ft. Worth area provides improved coverage for DFW, but leaves some "blind spots." The newspaper noted that some Southwest flights have aborted their landings after receiving a TCAS resolution advisory. AVweb was unable to reach DFW-based American Airlines' Chairman Bob Crandall -- an arch-rival of SWA's Herb Kelleher -- for comment. *Reprinted from AVflash 4.11*

AOPA TO FAA: WITHDRAW CHAMPION WING SPAR AD AOPA petitioned the FAA earlier this month to withdraw a new Airworthiness Directive addressing cracked wing spars used on the American Champion "Scout" aircraft line, and asked the agency to rewrite and reissue a proposed AD against Champion, Citabria and Decathlon aircraft. The association's requests are centered on a new, non-destructive inspection procedure developed by the Citabria Owners Group. *Reprinted from AVflash 4.11*

NATCA: NO HASTY CHANGES IN ATC MODERNIZATION The National Air Traffic Controllers Association last week told Congress that the FAA's National Airspace System must be modernized but that hasty changes could be worse than the cure. NATCA President Mike McNally went before the House subcommittee on technology to encourage incremental modifications. "Hardly anyone disagrees NAS modernization is a good idea. The how and who, on the other hand, is where the debate lies," McNally said. *Reprinted from AVflash 4.11*

FAA INSPECTORS TOO COZY WITH CARRIERS? Are the deals the FAA has arranged with carriers for training its inspectors too cozy? DOT Inspector General Lawrence Weintrob thinks so, claiming that the

free training hindered the agency from enforcing its own safety rules. In turn, Weintrob ordered the FAA to forego future deals if they presented the possibility to prevent enforcing safety regulations. In response, FAA Administrator Jane Garvey said she would work to stop the practice. *Reprinted from AVflash 4.11*

FAA USER FEES -- IF IT LOOKS LIKE A DUCK... and walks like a duck, it's a canard. So said the Congress' Joint Committee on Taxation last week in considering the myriad user fee proposals coming out of the Clinton Administration. The Committee said, "Those paying a fee must have the choice of not utilizing the governmental service or avoiding the regulated activity and thereby avoiding the charge." NATA President Jim Coyne reacted, "Once again, Congress has...told the FAA that their user fee scheme is unconstitutional..." *Reprinted from AVflash 4.11*

HELP WANTED: Looking for a job? Want something in the aviation industry, a place you can make a difference? Perhaps effect a "kinder, gentler" change in the way the FAA works with aircraft owners and operators? If so, does the FAA ever have a deal for you! The agency is advertising for a new director of Flight Standards Service, which pays \$106,412 to \$125,900. Requires "[t]he ability to explain...national policies, Federal Aviation Regulations, standards and procedures..." Riiight! *Reprinted from AVflash 4.11*

HOLD ONTO YOUR WALLET, THE FAA ASKS FOR MORE DOUGH...AGAIN FAA chief Jane Garvey told lawmakers this week that it's going to be tough for her organization to keep doing the job it's doing for less than \$9.7 billion dollars in fiscal year 1999, up from the \$9.1 billion allocated this year. FAA officials attempted to notch up the fear factor by pulling a tired refrain from their closet, warning that without the extra money there is a "real risk of gridlock in the skies." *Reprinted from AVflash 4.12*

WHERE GO YOUR TAX DOLLARS THIS TIME? \$2.1 billion of the 1999 budget will go to modernize the aging ATC computer systems, to prevent Y2K havoc, and to hire additional air traffic controllers and maintenance technicians. In return for the additional dough, Garvey promised, yet again, that everyone from air traffic controllers to regulators would work to make the FAA "more business-like." Riiiiight! *Reprinted from AVflash 4.12*

BE VERY AFRAID...AGAIN During her testimony, Garvey dangled a carrot before Congress that should strike fear into GA's heart. Eventually, she told the panel, the FAA hopes to support itself through user fees for air traffic control and other services. Former congressman Norman Mineta told the congressional panel that his NCARC report on the FAA backs reorganization and user fees for general FAA ops, as well as continued fuel taxes to fund GA programs. *Reprinted from AVflash 4.12*

AOPA CHALLENGES NCARC FINDINGS

AOPA President Phil Boyer blasted the NCARC findings, telling the House committee that the "sky isn't falling" and that the NCARC report doesn't tell the whole story. Boyer says Congress has in its hands an AOPA plan that addresses the problems of ATC delay, and are consistent with AOPA's mantra of "evolutionary, not revolutionary." *Reprinted from AVflash 4.12*

HAVE NO FEAR, THE FAA IS HERE? With GA losing an airport a week, General Aviation needs a protector and AOPA President Phil Boyer says the Caped Crusader should be the FAA! Last week, Boyer asked a Congressional Committee to direct the agency to protect GA and GA airports. He also wants assurances that any airport getting money from the Airport Investment Program (AIP) be obligated to keep the improved airport open to all users for 20 years. *Reprinted from AVflash 4.12*

SKYHAWK GETS MO' GO: HIGHER HP, INCREASED LOAD Tired of anemic climb? Worried about Aunt Fannie's fanny in calculating W&B? Cessna is introducing the new Skyhawk SP, which stands for "Special Performance." With the population "expanding," the 172R's standard 160 HP engine just isn't adequate for many users. The SP uses the same fuel-injected Lycoming IO-360-L2A engine, but squeezes 180 HP out of it by means of a different prop and a 2,700 RPM red-line. The result: 100 lbs. more useful load, better climb, faster cruise...and it can be all yours for only \$149,900. *Reprinted from AVflash 4.12*

A COLD SHOULDER WITH HOT AIR CONVERGING AVweb picked up on a rumor this week of a possible Canadian air traffic controller's strike in the offing that would, of course, affect not only Canadian pilots, but American pilots flying to Alaska. While it is true the Canadian ATC is working without a contract, and not all is going well in negotiations, our sources tell us the consensus is to keep negotiating. *Reprinted from AVflash 4.12*

INCREASED FEES ARE NO RUMOR Meanwhile, the Canadian Owners and Pilots Association tells us it is not a rumor that the manager of Hamilton International Airport intends, as of April 1, to assess a \$40 landing fee on all GA airplanes landing there. Canadian pilots already pay an aviation fuel tax, but could soon be paying much more if this idea catches on. *Reprinted from AVflash 4.12*

ONE KID, ONE COMPUTER, MULTIPLE PROBLEMS A kid with a computer who managed to throw the FAA and Worcester, Massachusetts Regional Airport into chaos March 10, 1997, is the first to be prosecuted and convicted under federal anti-hacking laws. The underaged hacker was given probation, community service, must pay restitution, and was forced to give up his ill-used computer equipment. Imagine doing without a computer and modem for two years! Shuddder... *Reprinted from AVflash 4.12*

"THE KID DIDN'T HAVE A CLUE" For about six

and a half hours Worcester Tower was forced to use their limited range backup radio system. The Tower also had no telephones and pilots had no pilot-controlled lighting. We leave you with this warm and fuzzy thought: according to federal investigators, "the kid didn't have a clue as to what he was doing." *Reprinted from AVflash 4.12*

OH, THIS IS THE TALE OF OUR CASTAWAYS...: Four flatland tourists who hired a sightseeing balloon in Colorado saw a lot more than they bargained for. Two couples and the balloon's pilot were stuck for nearly 8 hours in the freezing cold at 11,000 feet. Without enough fuel to make it to a highway below, the balloon landed in an inhospitable place with avalanches above and blue ice fields below. Winds abated at about 7 p.m., allowing an Army Blackhawk rescue helicopter to pick up the cold but uninjured group. *Reprinted from AVflash 4.12*

NO EVAC TESTS NEEDED FOR NEW AIRLINERS, SAYS FAA... Okay, this week's quick quiz: When does one not need to comply with FAA certification regulations? When the FAA says so, of course. The U.S.'s Favorite Aviation Agency decided that partial tests and an anecdotal analysis will suffice to determine whether as many as 550 people can safely leave a loaded jetliner in 90 seconds using only half of the emergency exits. In this instance, the 777-300's capacity is being upped from 450 to 550, with only two emergency exits added. Two Airbuses each get their capacity increased from 361 to 440, but will only enlarge two exits, not add any new ones. *Reprinted from AVflash 4.13*

...WHILE PASSENGER/SAFETY ADVOCATES HOWL Hyperbole seemed the order of the day: "Certifying new jumbo airliners without emergency evacuation testing is like launching hundreds of potential Titanics," said Paul Hudson, executive director of the Aviation Consumer Action Project. In the meantime, each owner of a 30-year-old airplane who wants to add an "off-the-shelf" IFR-certified GPS must submit the installation to substantial testing at his or her own expense before obtaining the necessary FAA field approval. Want to add a shoulder harness to your older, less than popular aircraft? Sorry, say most at the FAA, even if you follow our Advisory Circular it needs to be engineered and STC'd, and by the way, we don't have time to approve it. Nope, there's nothing wrong with this picture. *Reprinted from AVflash 4.13*

AIRPORT FUNDING CAUGHT UP IN CONGRESSIONAL TURF BATTLE As spring comes to Washington, so does an almost annual battle between those who set transportation policies, the authorizers, and those who decide how much to spend each year: the appropriators. In fact, a Congressional spat over FAA airport funding is almost as much a rite of passage in Washington as are the cherry blossoms. *Reprinted from AVflash 4.13*

A ZERO SUM GAME... This year's spat basically started over the spending requirements in a \$200 billion-

plus highway bill, which the appropriators claim severely limits their ability to fund other budget requests, including airports, during 1999. The raw numbers look like this: the Airport and Airway Trust Fund is collecting about \$8.5 billion a year now, after a brief hiatus during which no taxes were being levied. Of that \$8.5 billion, the FAA's Airport Improvement Program was set to receive only \$1.7 billion. *Reprinted from AVflash 4.13*

...WITH POWERFUL PLAYERS... As aviation's "big four" at the House Committee on Transportation and Infrastructure -- Chairman Bud Shuster (R-PA), Ranking Democrat Jim Oberstar (MN), along with Aviation Subcommittee Chairman John Duncan (R-TN) and that panel's Ranking Democrat Bill Lipinski (IL) -- pointed out in a letter to House Speaker Newt Gingrich (R-GA), this funding level is already more than \$600 million less than planned in 1996 and a full \$200 million less than the program received in 1992. *Reprinted from AVflash 4.13*

...AND THE USUAL INDUSTRY REACTION The episode resulted in a flurry of letters flying back and forth around Capitol Hill last week, with the aviation alphabet soup chiming in, also. Henry M. Ogradzinski, president and CEO of the National Association of State Aviation Officials, wrote to tell Gingrich of NASAO's "vehement" opposition to the proposed offset. Of course, no one has suggested cutting funds for the Office of the Secretary of Transportation or, say, for FAA harassment, excuse us, ramp checks of GA pilots. At least the cherry blossoms look particularly pretty this year. *Reprinted from AVflash 4.13*

NATA CHAIRMAN PUSHES SMALL AIRPORT FUNDING Even while Congressional appropriators were sharpening their knives in anticipation of cutting airport funding, the House Subcommittee on Aviation was being told of the overwhelming needs for more money -- not less -- especially for smaller fields. NATA Chairman Mick Pittard used his presentation to the panel Wednesday to echo recommendations made last year by the National Civil Aviation Review Commission (NCARC) and sought a minimum annual funding level for airports of \$2 billion. *Reprinted from AVflash 4.13*

SAY "GOOD BYE" TO A GRACEFUL LADY: The end of an era in military aviation came last week as the U.S. Air Force retired SAM 26000, the VC-137 that served as Air Force One during some of the most visible, traumatic and turbulent times in U.S. history. SAM 26000 was the plane President John F. Kennedy took to Dallas on November 22, 1963, and the one that carried him home in a casket later that day. The USAF will restore the plane to its early-1960s configuration and put it on public display. *Reprinted from AVflash 4.13*

NO USER FEES, HOUSE LEADER TELLS AOPA TOWN MEETING: AOPA has been taking its fight against new aviation user fees on the road, with President Phil Boyer talking up the issue at every opportunity. Now, it appears someone is beginning to

listen. At an AOPA Pilot Town Meeting held last week, Rep. Thomas D. DeLay (R-TX), the Majority Whip of the U.S. House of Representatives, pledged to fight aviation user fees proposed by the Clinton Administration. *Reprinted from AVflash 4.13*

GA INDUSTRY GETS A TAILWIND: Despite the gloom and doom coming from some quarters within general aviation, the industry overall experienced its third consecutive year of growth in 1997, according to the FAA. Last year, the number of general aviation aircraft (both newly-delivered and total fleet size) was up, as was the number of hours flown and the number of student starts. *Reprinted from AVflash 4.13*

A "LOT" OF VODKA? Poland's national airline LOT was forced to cancel a flight last weekend after two members of the crew showed up inebriated. The chief stewardess and a mechanic had been drinking, forcing an unskeduled RON for Saturday's charter flight 6202 out of Tenerife. "After blood tests by medical services in Spain it emerged that the chief stewardess and the ground mechanic were under the influence of alcohol," said the carrier. *Reprinted from AVflash 4.13*

TURBULENCE DETECTOR: The beginning of the in-cabin food service has always seemed to signal the onset of increased turbulence to AVweb. Now, NASA says its tests on an experimental laser device may allow flight crews to detect clear air turbulence, making the cabin service test redundant. *Reprinted from AVflash 4.13*

GPS TWO-STEP? If SGS-Thomson Microelectronics has its way, the size and weight of future GPS navigators will be even less than we have come to appreciate. The company recently introduced a two-chip set of integrated circuits designed as the industry's most compact ever. Look for the new chipset in a GPS navigator coming to you soon. *Reprinted from AVflash 4.13*

SHORT FINAL...

During "rush hour" at Houston's Hobby Airport, a flight was delayed due to a mechanical problem. Since they needed the gate for another flight, the aircraft was backed away from the gate while the maintenance crew worked on it.

The passengers were then told the new gate number, which was some distance away. Everyone moved to the new gate, only to find that a third gate had been designated. After some further shuffling, everyone got on board and as they were settling in the flight attendant made the usual announcement:

"We apologize for the inconvenience of this last-minute gate change. This flight is going to Washington, D.C. If your destination is not Washington, D.C., then you should de-plane at this time."

A very confused-looking and red-faced pilot emerged from the cockpit, carrying his bags. "Sorry," he said, "wrong plane." *Reprinted from AVflash 4.10*

From our "You can super-size that for 79 cents" file: N123: "Youngstown Approach, Cessna 123 off Elser, request two practice ILS approaches, followed by the published missed to the VOR to hold, a VOR approach, two NDB approaches, and an ASR approach."

Approach: "Cessna 123 squawk 4753, and would you like fries with that, sir?" *Reprinted from AVflash 4.11*

SHORT FINAL...(Continued)

What Instrument Pilot among us hasn't wanted to say this? Center: N1234 you're 15 south of Vero Beach. Expect a visual approach at Fort Pierce.

N1234: Would it be possible for us to get the full NDB 9 approach?

Center: N1234, understand you would like the full NDB 9?

N1234: I didn't say I'd LIKE it...I was just asking if we could FLY it! *Reprinted from AVflash 4.12*

We usually think of McGraw-Hill's Aviation Daily as a source of serious aviation news, but a copyrighted story in last Monday's edition gave us quite a chuckle.

Seems that at a hearing called by the Senate Judiciary antitrust subcommittee on March 19, seven airline CEOs -- Robert Ayling of British Airways, Gordon Bethune of Continental, Richard Branson of Virgin Atlantic, Robert Crandall of American, Gerald Greenwald of United, Leo Mullin of Delta, and Stephen Wolf of US Airways -- found themselves crammed together cheek-by-jowl at the witness table. Whereupon subcommittee chairman Mike DeWine (R-Ohio) cracked, "Sorry about the crowding, but welcome to coach class." *Reprinted from AVflash 4.13*

FOR SALE

1967 COUGAR I (like a Tailwind). 550 TTA. 0-290 G/D Lyc. 150 SMOH. Day V.F.R. Elect. system. Folding wings. Completely restored '92. New wood prop. Pilots over 6' tall are too big for this great flying taildragger. , \$12,500.00, Contact Ron Wright at (309) 694-1527 or e-mail wright.ronald1@mcleodusa.net

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.

Calendar

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.

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.

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