

Illinois Valley Beacon

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Breakfast Saturday, May 2nd. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. See you there!

May Meeting Our next Chapter meeting will be on Wednesday, the 13th of May, at 7:00 p.m. at the Greater Peoria Airport tower and TRACON. We will tour the facilities and then hold a business meeting afterwards.

April Program We met on Wednesday, April 8th, 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 and Secretary Morrie Caudill read the minutes of the March meeting.

Our guest speaker was John Kriegsman from Pekin. Kriegsman is a 1935 graduate of the U of I and left as a 2nd Lieutenant in the ROTC. He then joined the reserves and was in the Army Field Artillery. John reported that up until six years before WWII the Army was still using horses to pull their pieces.

In 1939 Germany invaded Poland and the reserves were called to active duty. Kriegsman wanted to join the Army Air Force, so he went to Biloxi, Mississippi, where he was told that he was over the age limit.

John decided to learn how to fly anyway, so he went to a civilian airport and started taking lessons. With just six hours flight time, he went out to the airport on Christmas Eve to find his instructor drunk. The instructor told John, "Aw go take it up." So he soloed. Then Kriegsman requested a transfer to fly as an observation pilot.

At that time in the Army sergeants were flying J3 Cub observation aircraft. The J3 had a two man crew, with a pilot in the front and an observer in the rear seat. Except for hand guns, they were unarmed. There was a radio on the rear shelf behind the observer and power was provided by a battery pack.

After training in the States, the wings were removed from the Cubs and the aircraft were crated and shipped to Hawaii. In Hawaii they underwent additional training, before seeing their first action at Guam. The operation at Guam had started the day before and the army had captured enough ground to build a temporary airfield that the J3's could fly into.

The J3 Cub observation aircraft typically flew above 1500 feet to stay above the low ground artillery, but they did not fly much higher than that because the long range artillery was using the airspace overhead. Observation pilots flew in the middle layer of a cake. Occasionally they would see a shell whizzing by.

After Guam, Kriegsman was on New Caledonia for r&r when word came that MacArthur had started retaking the Philippines. The ten J3 Cubs in the squadron were moved to Abuyog on Leyte Island in the Philippines. From there the aircraft were loaded onto an LST, and ferried to Baybay. Later in the campaign they flew up the coast from Baybay to Ormoc. All the while conducting flying operations for the field artillery.

Now it was time to retake Okinawa. The Japanese still occupied the Island and the J3's didn't have the range necessary to fly over the target.

The Navy sent a ship, an LST with a "Brody" device mounted on its deck. The "Brody" had two towers, one on each end of the ship, with long arms that stretched 50 feet out over the water. Between the two arms ran a cable, with a nylon loop attached to a trolley. A large hook was mounted to the top of the Cub's cabin and the pilot had to fly that hook into the loop so that the "Brody" device could capture the aircraft.

The LST had no keel and the ship would list from side to side in the ocean waters and the "Brody" arms would move up and down about 30 feet with the wave movements. After some practice John and another pilot got the timing right and two of the J3 Cubs were captured and loaded onto the LST.

The LST steamed to within 30 miles of the Kerama Rhetos Islands, just south of Okinawa. At 30 miles they were below the horizon. When the J3's were launched, the Japanese had no idea where they had come from.

When Kriegsman flew over the Kerama Rhetos, he saw rock islands with no beaches for landing. On the larger rock islands were approximately 350 caves with railroad tracks leading to the shore. Each cave had a skiff loaded with depth charges, on a railroad flat car. The skiffs were designed for a suicide run into the rear of a battleship. The idea was to disable the battleship by damaging the rudder and screws. None of the skiffs saw action, since the J3's directed artillery strikes from the Navy which destroyed them in their caves.

Many thanks to John Kriegsman for sharing his experiences flying J3 Cubs in the Pacific during WWII.

Young Eagles After several weather delays, 14 Young Eagles from the Henry High School physics class took to the air at Marshall County Airport, courtesy of EAA members Bill Doyle, Neal Pobanz, Morrie Caudill and Bill Houndshell.

"International Young Eagles Day" is Saturday, June 13th. If we are going to have a rally like last year, we must get down to some serious planing at the May Chapter meeting. Young Eagles Coordinator Joe Rex 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!

Last year Chapter members flew a total of slightly more than 400 Young Eagles. Oshkosh has mailed to each Chapter member pilot a credit of one dollar for each Young Eagle flown last year. These credits can be used to sponsor a young person to one of the EAA Air Academies this summer. As a Chapter we want to collect as many credits as we can.

If you know of a young person who would be interested in attending and Air Academy, please contact President Sam Sisk or Young Eagles Coordinator Joe Rex with your recommendations.

Tuition to the Academies varies from \$400 to \$900 per session. We want to sponsor several young people. Air Academy attendees should demonstrate their interest with a willingness to pay part of their tuition.

Please sign and forward your credits to either Sam Sisk or Joe Rex, so that we can pool our Chapter resources. The more credits we can come up with, the less we have to take from our treasury.

EAA Defends Experimental Aircraft Flights over Populated Areas

The EAA is working with the FAA to resolve a situation that has surfaced in southern California which could hamper flights of Experimental category aircraft. The issue regards flights of experimental aircraft over populated areas, including takeoffs and arrivals at airports.

An application to operate an experimental-exhibition aircraft at John Wayne Airport in Orange County has provoked considerable discussion in the Los Angeles basin and, more recently, the San Jose area concerning the interpretation of the Federal Aviation Regulations. Local FAA officials have interpreted the regulations to strictly forbid flight over populated areas by both exhibition category and amateur-built (homebuilt) category aircraft.

EAA Headquarters and Washington Representatives have contacted FAA Headquarters seeking a national clarification of the FARs. Additionally, EAA is working with the FAA Western Region to resolve the particular situation at John Wayne Airport. The Long Beach FSDO is also

involved in the issue, so a reasonable solution is implemented quickly.

EAA has asked FAA Headquarters to reiterate the agency's policy statement on the issue, established more than 25 years ago. That policy allows overflights by amateur-built aircraft once certain "flight testing" is completed. Since 1972, that guideline has helped establish a high standard of safety for amateur-built aircraft, which now make up more than 20 percent of the nation's single-engine general aviation fleet.

"National aviation policy should be determined by FAA Headquarters to prevent a patchwork of interpretations," said EAA President Tom Poberezny. "Although this situation grew out of a singular case regarding an experimental - exhibition aircraft at John Wayne Airport, it's important to reiterate current policy toward experimental aircraft operations and where that policy should be created." From EAA Members Only Website (www.eaa.org).

Flying and NASCAR together on ESPN on June 13

They're race car drivers who also like to fly! See the common link between these two popular motorsports. Whether you're speeding around a race track or doing aerobatics in a vintage Mustang, it's a thrill a minute.

Highlights include Rusty Wallace flying in a World War II P-51 "Mustang," Mark Martin in a T-6 trainer and how NASCAR drivers enjoy aviation throughout the year, as well as using it for business. EAA also visits the annual Ride 'n Drive sponsored by Jack Roush and his NASCAR teams and last year's season-ending race in Atlanta.

"NASCAR in the Air" on ESPN, Saturday, June 13 at 3 p.m. (Eastern time) From EAA Members Only Website

IF YOU'RE FLYING YOUR AIRPLANE TO EAA AIRVENTURE OSHKOSH '98

Arriving by private airplane is a great way to start your visit to EAA AirVenture Oshkosh '98. To accommodate the thousands of participants who fly to the event, EAA has implemented communication procedure enhancements.

Starting on July 26, 1998, an EAA telephone number (920-232-7820) can be called to receive updates on aircraft parking/camping space remaining at Wittman Regional Airport. The information will also be available via the Internet on a page linked from the event's website (www.fly-in.org). These new procedures were developed by EAA Flight Line Operation volunteers and tested at last year's event.

The new procedures are included in FAA's 1998 Oshkosh NOTAM, which can be obtained from EAA after May 1. The NOTAM will be available via the Internet on a page linked from the event's site and also through EAA's Fax-On-Demand system which begins operation on May 1 (732-885-6711). A printed copy of the NOTAM can be

requested by calling 800-843-3612. A limited supply of VHS video tapes are also available.

Wittman Regional Airport may close to all or selected aircraft arrivals at times throughout each day. Pilots should be familiar with the NOTAM procedures and be prepared to divert to reliever airports such as Fond du Lac (FLD) or Appleton (ATW). The Oshkosh NOTAM has information about these airports.

For one week each year, Oshkosh has the world's busiest airport. Many pilots say that flying into Oshkosh is a highlight of their flying experiences. These new procedures should help pilots plan an enjoyable and memorable arrival.

AIRCRAFT PARKING AT EAA AIRVENTURE OSHKOSH

EAA continually seeks to improve and streamline procedures at the annual event. A new procedure for 1998 will assist pilot communication to EAA ground volunteers directing aircraft to tie-down areas on Wittman Regional Airport.

Arriving pilots should prepare a sign indicating their requested destination. The sign should use large block letters on a light background and be readable from at least 50 feet. It can be placed in the left side of the windshield after landing and held so ground personnel can see it. The following letter codes should be used:

ACC -- Antique, Classic and Contemporary camping/parking areas, **GAC** -- General Aviation Camping, **GAP** -- General Aviation Parking, **HB** -- Homebuilt camping/parking areas, **SP** -- Seaplane/Amphibian area, **WB** -- Warbird area, **FBO** -- Basler Flight Service (with prior reservations only)

As in prior years, showplane camping and parking space is expected to remain available at Wittman Regional Airport throughout the event. Showplane Categories are homebuilt, warbird, seaplane, rotorcraft, ultralight, commercial display, air show and production aircraft manufactured prior to 1961.

Other aircraft able to park on grass are accommodated on a space-available basis in the two General Aviation areas. For a fee, aircraft occupants (which must include at least one EAA member) can camp next to the airplanes in the general aviation camping area. The General Aviation parking area accommodates other transient aircraft. Pilots of aircraft unable to park on grass must pre-arrange accommodation at Basler Flight Service (920-236-7827). Production helicopter pilots should contact EAA for parking information. From EAA Members Only Website (www.eaa.org).

CERNAN NAMED TO EAA TECHNOLOGY PANEL

Former NASA astronaut Eugene Cernan has accepted a position on the EAA Aviation Foundation's Science-Math-Technology

Leadership panel. That group, under the direction of Vanderbilt University chancellor and Foundation Director Joe Wyatt, is exploring ways to bring aviation and aerospace topics into education. Cernan's background at NASA in the education community will be a major asset to the panel. From EAA Members Only Website (www.eaa.org).

LATEST HOMEBUILT NUMBERS

Ben Owen, EAA's Director of Information Services, reports that we have received the latest FAA numbers on amateur-built and other Experimental category aircraft. As of April 1, there are now 19,799 amateur-built aircraft on the FAA register. In addition, another 3,136 airplanes are registered under the Experimental Exhibition category. These figures maintain the steady growth of about 1,000 amateur-built airplanes per year. An industry survey estimates that 8,500 aircraft kits were produced by 431 manufacturers in 1997. From EAA Members Only Website (www.eaa.org).

HOMEBUILT COUNCIL TO BE CREATED

During its meeting last week, the EAA Board of Directors approved the creation of a new Homebuilders' Council, which will be an advisory body to the Board. This group will represent EAA's core homebuilders constituency and provide advice and guidance to the Board. The chairman of this new council will also be a member of the EAA Board of Directors. From EAA Members Only Website (www.eaa.org).

AIR ACADEMY LODGE

Mick Manne, Director of Program and Capital Gifts for the EAA Aviation Foundation, reports that the Foundation has received a number of financial commitments for the new Air Academy Lodge. We thank all those who have pledged support for this project. EAA Education Director Chuck Larsen and contractors for the Air Academy Lodge are making the architectural "punchlist" inspection of the facility, as most major construction has been completed. Next, the bunks will be installed in the Lodge. The facility will be ready for occupancy around May 1. From EAA Members Only Website (www.eaa.org).

SUN 'N FUN

The annual Sun 'n Fun EAA Fly-In in Lakeland, Fla. is now over. The event drew thousands of airplanes and hundreds of thousands of visitors to Lakeland Linder Regional Airport. We congratulate the Sun 'n Fun staff and volunteers for their efforts on another outstanding event.

EAA had a new expanded display area in Lakeland, and membership starts and renewals were on track to reach more than 2,000 over the week-long event. A new stand-alone EAA display in the ultralight area drew many enthusiasts, thanks to the efforts of the EAA Ultralight Council, EAA Government Programs Director Earl Lawrence and Government Programs Specialist Timm Bopenhagen.

EAA's former Young Eagles GlaStar, which was loaned to FAA last summer, was a big hit during the show as the agency exhibited its research into avionics and free technology. FAA also certified an electronic engine monitor for type-certified aircraft, which has been in use in homebuilt airplanes for the past decade.

The Warbirds of America Board also met during Sun 'n Fun, continuing work on the Warbird strategic plan. In addition, EAA's video crews have gathered large amounts of footage to use in upcoming Speedvision programming. Also look for coverage of Sun 'n Fun in upcoming issues of EAA's publications. From EAA Members Only Website (www.eaa.org).

NAFI AT SUN 'N FUN Sean Elliott, NAFI executive director, reports that the NAFI Board of Directors met during Sun 'n Fun and formed a Board Development Committee, which is charged with creation of future board structure and a statement of purpose for the organization. During the week in Lakeland, NAFI also announced new cooperative discount programs with AVEMCO Insurance and ASA aviation supplies. From EAA Members Only Website (www.eaa.org).

B-17 TOUR IS ROLLING TOWARD WEST COAST After a final weekend of flight training for the pilots and crews, the B-17 Aluminum Overcast took off April 23rd, headed toward its first stop in Tucson, Ariz. EAA Aviation Foundation director Bill Harrison reports that the airplane is performing superbly as it begins the spring leg of the B-17 "Wild West Tour." We are also looking forward to stops in southern California next. From EAA Members Only Website (www.eaa.org).

TECH COUNSELOR REVALIDATION Ben Owen, EAA Director of Information Services, reports that the Technical Counselor program continues to be very successful. Information Services assistant Kari Disterhaft began revalidating Technical Counselors earlier this year and thus far has a 100 percent return rate for current Tech Counselors! This program is a vital link in the EAA philosophy of "members helping members," especially in the areas of aircraft construction. From EAA Members Only Website (www.eaa.org).

AT THE WEEKS HANGAR This week has been a very busy one for the maintenance staff at the Kermit Weeks Flight Research Center. Annual inspections have been completed on the Young Eagles RV-6 and EAA's Cessna 210, both of which are scheduled to fly to the Sun 'n Fun EAA Fly-In later this month. In addition, the Corsair may be making the trip to Lakeland as well, so it received preparation work. Annual inspections are now beginning for Pioneer Airport aircraft in preparation for that facility's opening during the first weekend of May. From EAA Members Only Website (www.eaa.org).

AT PIONEER AIRPORT EAA Director of Aircraft Operations, Joe Schumacher, reports that aircraft maintenance crews are working on finishing inspections for Pioneer Airport airplanes, as the facility's cleanup and training weekend is scheduled April 25-26. The first operational weekend will be May 2-3. New this year at Pioneer Airport will be a Buckeye Powered Parachute, which will be used for instructional purposes and for Air Academy flights. From EAA Members Only Website (www.eaa.org).

EVERGREEN AIR MUSEUM VISITORS This week, we welcomed representatives of the planned Evergreen Air Museum in McMinnville, Ore., as well as the architect for the new facility. That museum, which will begin construction later this year, will be home for Howard Hughes' legendary Spruce Goose aircraft, as well as related exhibits and other aircraft. We shared information with the group regarding the Air Adventure Museum's design and operations. From EAA Members Only Website (www.eaa.org).

MUSEUM NEWS EAA Air Adventure Museum director Tom Barrett reports that the last of a half-dozen airplanes loaned to the new Heritage Halls transportation museum at Owatonna, Minn., have arrived at their destination. Several Heritage Halls personnel are at the Aviation Center this week to research historical background and sign needs for the new museum. Also, construction will begin soon on new areas for archives and the film vault within the Museum. Part of the Cessna Restoration Center will be used for those new facilities. From EAA Members Only Website (www.eaa.org).

GAO TAKES FAA TO TASK FAA inspectors overwhelmed with paperwork and irritated by second-guessing aren't doing their jobs, according to the government's General Accounting Office. The scathing review says those 3,000 inspectors, who are charged with keeping U.S. aviation safe, are rarely writing up or punishing airlines that violate safety regulations and airports that are lax on public security. From AVflash 4.14

PBO A NO GO? AOPA Legislative Action says the Administration's new "Performance Based Organization" plan won't improve FAA efficiency, but will increase the likelihood of higher aviation user fees. AOPALA reviewed an advance draft of the PBO plan and proposal to charge user fees for ATC, then pronounced it the FAA at its worst: extra helpings of inefficiency and bureaucracy. AOPALA president Phil Boyer says the not-so-hidden agenda is clear, "The unprecedented power this bill grants to the PBO proves the Administration's real agenda: massive tax increases beyond the control of Congress." From AVflash 4.14

MID-AIR COULD HAVE BEEN

PREVENTED BY TCAS A military mid-air collision off the coast of Africa was the result of many things gone wrong -- but it could have been prevented if either aircraft had been equipped with TCAS. Last September, a U.S. C-141 transport and a German AF Tupolev 154 collided, killing all nine on the U.S. plane and all 24 aboard the German aircraft. The Germans were flying at the wrong altitude along an inappropriate flight path and poor telephone service prevented ATC in Namibia from receiving the Tupolev's flight plan. Germany has admitted primary fault. From AVflash 4.14

A SYSTEM WHOSE TIME HAS COME Both German and American officials say TCAS could have prevented the tragedy. The loss of lives has encouraged the Air Force to speed up its program to install TCAS on many of its transport aircraft. The current plan calls for installing TCAS in 2,200 more AF aircraft over the next decade. Right now, only 300 are so equipped. From AVflash 4.14

GA GETS HELP AVOIDING TERRAIN Light GA planes aren't equipped with Ground Proximity Warning Systems largely due to the expense and size. In the next few months you'll be able to load new software called TerrAvoid and Position Integrity into your laptop computer and it will serve as your poor-man's GPWS. Position Integrity uses GPS data on CD-ROM maps to detail the exact location of the pilot while TerrAvoid uses colors to show proximity to terrain. From AVflash 4.14

CRANKSHAFT PROBLEMS COULD LEAD TO AD AVweb continues to receive mail from aircraft owners who have horror stories about improperly ground crankshafts from Nelson Balancing Service in Bedford, Mass. Two in-flight failures led to emergency landings, and the results of metallurgical analysis on those failures could lead the FAA to issue an AD. For the time being, though, the FAA is telling its field inspectors to advise aircraft owners that inventory crankshafts repaired by NBS should not be installed, and that owners who have already installed a suspected crankshaft should consider either parking their plane or replacing the part. From AVflash 4.14

WRITE TO FIGHT FOR GA GA is taking a beating at one Canadian airport, and pilots are being asked to fight back by expressing their displeasure with pen and paper. While not as aggressive as bearing arms, perhaps some nasty paper cuts would show the Canadian Minister of Finance and others that the pilots mean business. AVweb told you about Hamilton (Ontario) International Airport's plans to apply a \$41 landing fee to GA aircraft. The excessive fees took effect on April 1 -- no joke -- and include a \$25 dollar "Firefighter's Surcharge." COPA's Executive VP Kevin Psutka is encouraging pilots to email or snail mail the airport manager and Hamilton tourism director and tell them what they think. From AVflash 4.14

GPS GETS BETTER, STRONGER, FASTER: They made Lee Majors \$6 million dollars better, and now, GPS is getting better, too. Last week, Vice President Al Gore announced that two new civilian GPS signals will be available by the year 2005. The additional signals will improve reliability and accuracy. GPS users will be asked for input as the government works out details on signal structure, interference protection, cost, and who's going to pay for it. From AVflash 4.14

AIRPORT IMPROVEMENT MONEY RESTORED, SOMEHOW: Yes, government does work in strange and mysterious ways. Aviation Daily reports the House Rules Committee restored \$243.6 million in AIP money by using a rare self-executing rule in an amendment to an emergency Bosnian aid bill and by taking money from a subsidized housing reserve fund. Got it? Even with the smooth moves, airport funding is still about \$30 million short of the \$1.7 billion planned for fiscal 1998. From AVflash 4.14

PLANE EASY? Buy a new Cessna Skyhawk, take 25 years to pay. Cessna is doing what it takes to get new buyers into the cockpits of new airplanes. Even though Cessna's new LTS Finance Program is the longest full-term GA financing in the industry, payments will still pack a wallop: \$859 a month for a new Skyhawk on a 25-year note. If you're so inclined, however, Cessna has given you a way to fly a new bird while still being able to afford necessities like toothpaste and new soles for your shoes. From AVflash 4.14

PAGING OLIVER STONE: There are those conspiracy theorists among us who, after the untimely deaths of Sonny Bono and Michael Kennedy, started looking at trees in a whole new light. Now, it's the coyotes' turn. Over the past 17 months, four pilots shooting coyotes from low-flying planes in a controversial predator control program have crashed. With human casualties growing, the U.S. Department of Agriculture is stepping in to examine the accidents. From AVflash 4.14

NO PYSKI, NO FLYSKI: Canada last week grounded a Russian Aeroflot Airbus A-310 as it was attempting to depart Montreal's Dorval Airport. The plane was seized to encourage Russia to pony up the \$5.8 million dollars owed a Canadian company based in Moscow. After some diplomatic haggling, during which time Canada was called "unfriendly" (ouch!), the plane was allowed to leave. From AVflash 4.14

WHO, ME? OH, JUST HANGING AROUND...WHY? Some days are more interesting than others, but last Thursday Jerry Michael "Mike" Warren's day was about as interesting as it gets. What began as a short, lonely commute to work became a four-star worldwide media event starring Warren, his

airplane and a set of utility wires strung near Boeing Field in Seattle. All was well earlier in the day as Warren, 47, approached Boeing Field after the short flight from his home base at Apex Airport across Puget Sound near his hometown of Silverado. As he was preparing to land on Runway 31L, wake turbulence apparently interfered and in a go-around gone bad, he and his Cessna 150 ended up some 50 feet off the ground, hanging from the utility wires by one wheel, the wire catching on the aircraft's brake disk. From AVflash 4.15

HOW TO LOG THE HOURS? The impact with the wires was something akin to running headlong into a net made of bungee cords, Warren later indicated. After sparks flew and the plane flipped over, he radioed Boeing Field's control tower, saying, "I think I have a situation here." "The lady called back and said, 'Yeah, you're hanging by one wheel,'" he later recounted. Like a Boy Scout, Warren was prepared. Using his cell phone, he called his employer to let them know he would be a bit late for work. As fate would have it, Thursday was Warren's last day on the job at the Duwamish Shipyard. Nearly four hours later, Warren was rescued and later the 150 was itself lowered to the ground without damage. He's still trying to figure out how to log those hours. From AVflash 4.15

NOT WARREN'S FIRST EXPERIENCE WITH AIRPLANES AND THE MEDIA But wait -- it gets better. It seems that seven years ago -- June 15, 1991, to be exact -- Warren was attending the Rose Festival Air Show in Hillsboro, Ore., when a flying act went wrong and a wing walker slipped. The wing walker, Lee Oman, was uninjured but was dangling beneath the stunt plane by a safety wire. Warren and a friend jumped into a pickup, raced after the plane and got the wing walker into the bed of the truck without injury. From AVflash 4.15

TRANSPONDER FOUND "OFF" IN ATLANTA GA MIDAIR NTSB investigators looking into last Saturday's midair collision between two Cessnas -- a C525 CitationJet and a C172 Skyhawk -- said Monday that the 172's transponder had been found with its power switch in the "off" position. The CitationJet was an IFR departure from PDK and was being vectored by Atlanta Departure when it collided with the Skyhawk, reportedly inside the Atlanta 30-mile Mode C veil. The NTSB shot down rumors that a controller error might have caused the accident. The collision over Roswell, Georgia, killed all four aboard the CitationJet and the lone pilot of the Skyhawk. From AVflash 4.15

FALCON FLAMES OUT, FINDS FIELD: Quick thinking resulted in the crew of a Dassault Falcon 20 setting their twin-engine jet down off-airport near downtown Kansas City, Mo., without serious injury to themselves or major damage to their plane. From AVflash 4.15

PRATT & WHITNEY RECALLS

TURBINE BLADES: An improperly calibrated cleaning machine is being blamed by Pratt & Whitney for possibly damaging a batch of about 8,200 turbine compressor blades the company serviced between January 17 and February 26. After emergency notification, as of Tuesday, eight affected engines had been identified and withdrawn from service. From AVflash 4.15

SLITHERING THROUGH SECURITY? El Al's much-vaunted security must have slipped up last week. Maintenance workers in Tel Aviv spotted a snake stretched out on the floor just outside the cockpit of one its airliners after it arrived from Munich. The carrier believes a passenger smuggled the stowaway reptile onto the flight in carry-on luggage. From AVflash 4.15

DENVER FALLS DOWN ON Y2K: THREE-YEAR-OLD FACILITY NOT COMPLIANT Although it has been billed as an airport for the 21st century, Denver's new airport is reportedly not even ready for New Year's Day, 2000. The legacy of former Denver Mayor and former DOT Secretary Federico Pena includes 40 "mission-critical" computer systems not yet Y2K compliant, according to the Denver Business Journal. From AVflash 4.16

AOPA, AIRLINES ASK FAA TO MOVE AHEAD ON WAAS, LAAS FOR GPS Working together to nudge the FAA off the dime on implementing enhanced GPS navigation, AOPA and the Air Transport Association last week made joint recommendations to the agency seeking progress on both wide-area and local-area augmentation systems (WAAS and LAAS). Among the two groups' recommendations: WAAS should provide sole-means navigation services by 2001. From AVflash 4.16

AOPA OFFERS MEMBERS FREE ONLINE DTN WEATHER GRAPHICS AOPA Online's members-only weather product offerings have been enhanced, thanks to a new deal with Data Transmission Network. Members will have free web-based access to the same graphics now available at DTN Weather Centers at 2,000 airports and FBOs throughout the U.S. Among the new features are more detailed charts, longer-range forecasts, more frequent updates and an improved user interface, according to the association. From AVflash 4.16

AOPA BALKS AT MICKEY MOUSE G.A. TREATMENT: An Orlando-area airport's attempts to restrict general aviation training operations in favor of foreign charter flights drew AOPA's ire last week. The association threatened to "pursue administrative and legal remedies against discriminatory treatment of general aviation in violation of federal law" at the Orlando Sanford (Fla.) International Airport, located northeast of Walt Disney World. From AVflash 4.16

RUSSIA DEVELOPS SUPER-JUMBO:

Russia's Sukhoi design bureau is reportedly developing a 1,000-seat airliner to compete against super-jumbos on the drawing boards at Boeing and Airbus. Russia already can lay claim to the world's largest cargo plane -- the Antonov AN-124 -- but the proposed KR-860 will be designed to carry between 860 to 1,000 passengers over a range of 14,000 km. From AVflash 4.16

BOOTED IN BANGOR: It's tough on smokers in the U.S. these days. Perhaps even more so if the smoker is from out of town. So it was on April 10 when Italian Ignazio Miliano tried to light up in the lavatory of a Continental Airlines Milan-to-Newark flight. The crew decided to divert to Bangor, Maine, where Miliano was deplaned and arrested. Miliano pleaded guilty to an assault charge and received a seven-day sentence in the local hoosegow, plus a \$1,000 fine. The punch line: the Bangor jail has a no-smoking policy. From AVflash 4.16

CABLE TV -- DON'T LEAVE HOME

WITHOUT IT: Cessna last week announced it will be the first aircraft manufacturer to install a satellite-based television system into a new aircraft. Cessna will install an Airshow TV system, including programming by DIRECTV, into a Citation X for delivery this October. This new Citation X will be the third installation of the system in a bizjet -- the previous two were done at mod centers. From AVflash 4.16

YET MORE REVISIONS TO THE REVISED PARTS 61 AND 141

The FAA has revised regulations ranging from the deadline for flight instructor renewals to the taking of practical tests to rules for logging PIC time, coping with some of the mistakes and unintended consequences of the big Part 61 and 141 revision. There's a little something here for just about everyone. AOPA Air Safety Foundation got the change it wanted allowing CFIs to renew earlier. Pilots going for an additional certificate or rating can now log PIC for the time he or she is the sole occupant of an aircraft for which he/she is not yet rated. From AVflash 4.17

PAGING BILL GATES -- RED COURTESY PHONE, PLEASE

Already battling the Year 2000 and WAAS problems, the FAA has decided to take on another computer project, this one more modest. Instead of waiting for WAAS to ease congestion, the Feds, airlines, and aviation groups have agreed to hurry up the introduction of new computer equipment and software aimed at accomplishing the same ends. From AVflash 4.17

HURRYING UP FREE FLIGHT

DOT chief Slater said last week that the changes will implement the first phase of free flight, and should increase the capacity of the air traffic system in coping with the anticipated increase in flights over the next ten years. Plans to use GPS for navigation have been tossed into the lap of an independent group tasked to review the need for ground-based backup, the possibility that the signals could be jammed and technical risks. From AVflash 4.17

CESSNA EXCELS: Cessna's business jet division is seeing plenty of blue skies and green cash, no doubt in part the result of the games airlines play. The Citation Excel, its newest entry in the bizjet market with over 200 orders worth \$1.6 billion on the books already -- including 50 orders from EJA's NETJETS fractional ownership program alone -- received an unrestricted FAA type certificate last week. The 430-knot light jet has a 10-pax stand-up cabin, and will set you back about \$8 mil. From AVflash 4.17

SHORT FINAL... The ability to think ahead is important to being a pilot. This reader's son shows good potential:

We were getting ready for a quick dinner trip from Oklahoma City to Ponca City. While I was doing a weight-and-balance, my eight-year-old son was looking over my shoulder. Finishing, I said: "Well if the four of us go, we will be just 7 pounds under gross." My son asked: "But Dad, what about after we eat?" From AVflash 4.14

From our "so far, so good" file:

A Huey Cobra practicing autorotations during a military night training exercise had a problem and landed on the tail rotor, separating the tail boom. Fortunately, it wound up on its skids, sliding down the runway doing 360s in a brilliant shower of sparks. As the Cobra passed the tower, the following exchange was overheard:

Tower: "Sir, do you need any assistance?"

Cobra: "I don't know, tower. We ain't done crashin' yet!" From AVflash 4.15

We appreciate the perspective this reader shared with us:

About 60 years ago, my father flew to his father's Kansas farm, landed in a pasture, and took his dad aboard for his very first airplane ride. They flew over the countryside for a half hour or so and then returned to the pasture. As they were walking away from the plane, my dad asked his dad how he liked the flight.

The old man said, "I liked it fine, but you know, I've lived on this farm for 40 years, and today, for the first time, I realized that all those years I've been lookin' at it sideways." From AVflash 4.16

After holding short of the runway for ten minutes following a runway configuration change, number one for takeoff calls:

"Dulles Tower, flight 301 looking for higher." From AVflash 4.17

Calendar

May 3rd — 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.

May 3rd — Rockford, Illinois EAA Chapter 22 Fly-In Breakfast. Contact: 815/234-4016.

May 16th — Wisconsin Rapids, Wisconsin EAA Chapter 706 Fly-In Breakfast. Contact: 715/435-3644.

May 17th — Mt. Morris, Illinois EAA Chapter 682 Fly-In Breakfast. Contact: 815/732-7268

May 17th — Romeoville, Illinois EAA Chapter 15 Fly-In Breakfast. Contact: 815/436-6153.

May 17th — Fon Du Lac, Wisconsin EAA Chapter 572 Fly-In Breakfast. Contact: 920/921-2673.

May 23rd — Waveland, Illinois EAA Chapter 83 Fly-In Picnic. Contact: 765/435-3302.

May 31st — Aurora, Illinois EAA Chapter 579 Young Eagles Rally. Contact: 630/466-4193.

May 31st — Kenosha, Wisconsin IAC Chapter 8 Fly-In Breakfast. Contact: 414/282-3250.

June 1st thru 27th — Ottumwa, Iowa 17th Annual Light Aircraft Construction Workshop constructing a quick-build version of a GlaStar at Indian Hills Community College. Contact: John Riley, 800/726-2585, ext. 183.

June 4th thru 7th — Jacksonville, Illinois National Ercoupe Convention. Contact: 217/698-8243.

June 5th-6th — Bartlesville, Oklahoma 12th Annual National Biplane Convention and Exposition at Frank Phillips Field. Contact: Charles Harris, 918/622-8400.

June 5th thru 7th — Aurora, Illinois IAC Chapter 1 Competition. Contact: 897/516-4283.

June 5th thru 7th — Bartlesville, Oklahoma The First Midwest Starduster gathering at the National Biplane Association Fly-In. Contact: Les Homan, 530/534-7434.

June 6th-7th — Oshkosh, Wisconsin Acro Sport Fly-In at Pioneer Airport. Contact: 920/426-6530.

June 6th-7th — St. Louis, Missouri St. Louis Aviation Museum's "Aviation Days," held at the Spirit of St. Louis Airport. Contact: 314/968-2006.

June 7th — Rock Falls, Illinois EAA Chapter 410's 15th Annual Fly-In breakfast at Whiteside County Airport. Contact: Bill Havener, 815/626-0910.

June 7th — DeKalb, Illinois EAA Chapter 241 Fly-In Pancake Breakfast. Contact: 815/895-3888.

June 7th — Lansing, Illinois EAA Chapter 260 Fly-In Breakfast. Contact: 708/331-4276.

June 7th — 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.

June 12h thru 14th — Aurora, Illinois EAA Chapter 579, IAC Chapter 1, WB Squadron 4, Open House. Contact: 847/516-

4283.

June 12h thru 14th — Mattoon, Illinois Luscombe Fly-In. (MTO). Contact: 217/234-7120.

June 13th -- INTERNATIONAL YOUNG EAGLES DAY

June 14th — Sugar Grove, Illinois EAA Chapter 579 Fly-In and Open House. Contact: 630/466-4579.

June 18h thru 21st — St. Louis, Missouri American Waco Club Fly-In. Contact: 616/624-6490.

June 20th-21st — LaCrosse, Wisconsin AirFest '98. Contact: 608/781-5271.

June 21st — Lacon, Illinois Annual Fathers Day Fly-In/Drive-In breakfast at the Marshall County Airport.

June 21st — Schaumburg, Illinois Father's Day EAA Chapter 153 Pancake Breakfast Fly-In. From 08:00 until noon at Schaumburg Regional Airport (06C) -under O'Hare's Class B airspace- Navaid: ORD VOR/DME 113.9 269° RADIAL 8.8 NM N41°59.26' W87°54.29'. See the new terminal building (Grand Opening will be June 6th) -- Simulator rides for kids (free) -- Drop a quarter in the shotglass and breakfast is free! Contact: 630/830-0559.

June 21st — Elkhart, Indiana Father's Day Breakfast at Mishawaka Pilots Club Airport. Contact: 219/522-6889.

June 27th-28th — Eldridge, Iowa 11th Annual Quad City Air Show. Contact: 319/285-7469.

June 27th-28th — Longmont, Colorado Big 20th Annual EAA Rocky Mountain Regional Fly-In. Contact: 303/798-6086.

FOR SALE

LAZAIR Microlight. Twin eng. 1 person. Custom enclosed trailer. \$5400 or trade for 4WD truck or full dress motorcycle. Rich, 309/676-3216 Peoria

FISHER Classic Bi-plane. 60 hrs. T.T. 532 Rotax. Dual CDI ignition. 2 passenger. Open cockpit. Fun! Fun! \$17,500. 309/923-5871 Roanoke

PROTECH PT2C Kit W/eng or w/o. \$5000; BO. 309/963-4764 Danvers

LYCOMBING O-320-B2B Zero-time. Electronic ignition. Fuel injection. 3-blade Magnum IVO prop. \$10,000. 309/963-4764 Danvers

1998 Chapter 563 Officers

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