

Illinois Valley Beacon

June 1998

Volume 5 Issue 6

Breakfast Saturday, June 6th. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. Bring a friend and have a fun time. See you there!

June Meeting Our next Chapter meeting will be on Wednesday, the 10th of June, at 7:00 p.m. at Byerly Aviation at the Greater Peoria Airport.

We will tour the facilities and get a close up look at a "Renaissance Commander." Bruce Byerly will explain the extensive overhaul and restoration process that makes the Commander "virtually" a new aircraft!

May Program We met on Wednesday, May 13th, at 7:30 p.m. at the tower and TRACON at the Greater Peoria Airport.

After assembling for our tour, we split into two groups. One group went to the Tracon and the second group went up to the Tower.

In the Tracon there are four scopes that are capable of overlaying computer generated data and attaching it to the primary radar signal. These scopes are late 1950's technology. Despite their age, they seem extremely reliable. One of the controllers mentioned that he had been at PIA for seven years and during that period of time, to his knowledge they had never had a tube in a scope fail.

Presently there are two controllers on duty in the Tracon. One controls the East side and the other the West. Soon they hope to have a third position operational most of the time. The controller can vary the gain and select different ranges, so that the display being painted on the scope can vary from 20 to 60 miles in range and from hardly any reflections to almost totally covered with ground clutter.

When the gain is turned all the way up you can see the Illinois River, because that is the dark area where nothing is being reflected. Everywhere else the cope is covered with the reflections from ground clutter.

If for some reason the primary radar at Greater Peoria were to fail, they are networked with Aurora Center and a computer will generate a display from the radar installation at Hanna City. That display will look exactly like the primary radar and they can continue controlling aircraft without interruption.

Up in the tower they ave a great view. That evening we could clearly see 18 miles away the smokestack at the

power plant in Canton.

The controllers in the tower explained how automation had in many instances made their job easier. For instance, they used to have to check the clock every couple of hours, to make sure that it was accurate. Now the clock is connected to a GPS receiver and the time being displayed is always correct!

However, sometimes there are problems with automation. A controller mentioned that all the weather observations are automated and he had seen times when there has been ground fog on the east side of the airport, near the army guard helicopter base. Early in the morning, sometimes ground fog forms at that location and the AWAS will be reporting less than a mile visibility. Meanwhile everywhere else will be clear and you can see the smokestack in Canton.

Up in Chicago the airlines will be holding their flights because of low visibility in PIA. Then the controllers have to get on the phone and let O'hare know that the weather report is incorrect.

At other times automated ceiling reports are also incorrect, because AWAS is reporting the conditions only at that one particular spot on the airport. A patch of clouds can cause an erroneous report of 500 foot ceilings when everywhere else it is severe clear!

Afterwards we held a business meeting. Secretary Morrie Caudill read the minutes of the April 8th meeting. Ron Wright gave us a Treasurers report and Al Lurie made a short Technical Counselors report and passed around some information on mechanical problems. There were no Hangar Committee or Flight Advisor reports.

If you still have "Pober" Bucks in your possession for having flown Young Eagles last year, please forward them to either Sam Sisk or Joe Rex. If you know a kid who would like to go to one of the Air Academies, please submit his or her name. Some of the camps are already full. If the Chapter is going to sponsor a youth, we have to act quickly!

Member Jerry Peacock made a generous donation to cover utilities during the winter. For our May hangar breakfast we had about 24 members and guests and we took in \$65.00 We still need a third Chapter member to serve on the Board of the North Central EAA Old Fashioned Fly-In.

In new business, Morrie and Sam found a restaurant style gas grill in Lincoln, Illinois for \$100. They spent most of the next day cleaning off 30 or 40 years worth of grease.

The membership approved the expenditure and soon the logistics of serving first Saturday Hangar Breakfasts will be a little simpler.

LaHood to attend Meeting

Congressman Ray LaHood has tentatively agreed to come to our Wednesday, July 8th Chapter Meeting in our hangar at Mt. Hawley Airport.

This will be a Town Meeting for pilots, where issues of concern to the general aviation community will be discussed. The details are still being worked out, but one suggestion is that visitors will write their questions for the Congressman on index cards. Then later, if time permits, questions will be taken from the floor.

Be sure to spread the word to all you friends in the aviation community about this opportunity to meet with their Congressman.

AirVenture Update

Concrete work is nearly complete for the new P-1 Taxiway, which extends west from the north end of Runway 18/36. The taxiway will provide additional hard surface for aircraft parking and movement during EAA AirVenture. After the construction is completed, EAA crews will begin landscaping in the area. Also this week, a number of EAA staff members met to discuss improved signage on the AirVenture grounds.

The Aeromart, which is the airplane parts consignment sale area administered by EAA Chapter 651 (Green Bay, Wis.). Aeromart will be located just south of and between Exhibit Hangars B and D, allowing easy access from Camp Scholler and to EAA members delivering and picking up sale items. In addition, the North American Trainer Association will have a mass fly-in to EAA AirVenture on July 28 to commemorate the 60th anniversary of the AT-/SNJ/Harvard model. We look forward to seeing the gathering of these magnificent airplanes. *From EAA Members Only Website*

Summer Sessions Filling Up

EAA Education Director Chuck Larsen reports that the two-week Air Academy session for young people ages 15-17 in July is filled, with a number of extra applications still arriving. We hope to shift those applicants to the one-week Academy session in mid-July. In addition, the first session of the Junior Air Academy for ages 12-14 in June is also full, with more applications arriving for the other two sessions in late June and early July. *From EAA Members Only Website*

What If They Gave a Crash and No One Came?

Robert Grady got lucky last Wednesday after crashing his Vari-Eze short of the runway at the Waterbury-Oxford (Conn.) airport (OXC). He'll likely fully recover. The only problem was the length of time it took to be rescued: almost a full day. Grady was pinned in his seat, upside down, until Thursday morning

when some local pilots realized he hadn't returned and launched a search. *From AVflash 4.18*

Former Grumman Singles Resurrected: Ground Broken For Assembly Line

Martinsburg, West Virginia, was the site of last week's groundbreaking ceremony for a new plant to renew manufacture of the venerable Grumman American line of light singles. TLM Aerospace -- a subsidiary of Taiwanese Tong Lung Metal Industries, Co., Ltd. -- will complete the new factory by November and plans to have new versions of the former AG5B and AA5A series singles rolling out as early as next April, according to the company. *From AVflash 4.18*

Weird Science: GAP Technology Takes Off

Like to be able to outfit your bird with an engine that costs half the current going price, run it to a 3,000 hour TBO, then throw it away? Teledyne Continental Motors is working on just such a thing under a NASA General Aviation Propulsion development contract, and TCM president Bryan Lewis gave members of the Cessna Pilots Association, meeting in Tucson, Ariz., more details. The test engine is a two-stroke lightly-turbocharged four-cylinder design with compression ignition and high-pressure direct injection, and is designed to operate on Jet A fuel. Lewis adamantly refused to use the term "Diesel," but we will. Most shocking, TCM says the diesel engine is designed not to be disassembled or overhauled, but rather, replaced when it reaches TBO. (Lewis didn't elaborate on what happens if it doesn't reach TBO.) *From AVflash 4.19*

TCM Progressing on Piston FADEC

While no production decision has been made about the experimental GAP engine, TCM does have a radical full-authority digital engine control in the works that will be coming to an aircraft engine near you soon. The system includes a single-level power control, electronic ignition timing, electronic fuel injection, electronic turbocharger control, and provision for a knock sensor to detect and respond to detonation events. Start saving your pennies now for this one. It could become available for retrofit on selected 4- and 6- cylinder TCM engines as early as 1999, and start appearing on new aircraft by 2000. As a retrofit for a 6-cylinder normally-aspirated TCM engine, Lewis said, the cost should be in the vicinity of \$5,000. *From AVflash 4.19*

Short Final

From our "Perspective is Everything" file:
A loyal reader wrote us, retelling the story about the military pilot calling ATC for a priority landing because his single-engine jet fighter was running "a bit peaked." ATC told the fighter jock that he was number two behind a B-52 that had one shut down.

"Ah," the pilot remarked, "the dreaded seven-engine approach!" *From AVflash 4.18*

Back in the days when direction finding equipment was being installed in towers, a pilot enroute from Pensacola to Norfolk and not knowing exactly what his position was, called:

"Atlanta Tower, this is N1234"

"N1234, go ahead"

"Could you give me one of those practice DF steers?"

"Sorry but we don't give *practice* DF steers."

(short pause)

"Well, how about one of them other kind, then?" *From AVflash 4.19*

A commuter flight on approach was advised of a Shorts 360 (a boxy, twin-engine turboprop) ahead of them.

The captain responded to ATC: "We've got him in sight. Oh no, wait a second! He just flew over a trailer park and we lost him." *From AVflash 4.20*

A few years BR (before radar), airlines assigned flight numbers according to aircraft model -- DC-7 flight numbers were in the "100s", Convairs in the "200s", etc. Based on these flight numbers, air traffic controllers could sequence airplanes by their known approach speeds.

During a holiday weekend, an "extra section" flight reported in to Washington Approach Control with a flight number that didn't coincide with any known airplane type.

The controller acknowledged and added, "Say aircraft type."

The FO responded, "Ahhh, wait one."

Whereupon the controller replied acerbically, "Whatsa matter? You gotta get out and look at the hubcaps?" *From AVflash 4.21*

From our "out of the mouths of babes" file:

The young student pilot was flying with an examiner for the first time.

The examiner said, "why don't we start with something simple like straight and level?"

The student pilot replied, "okay, which do you want first?" *From AVflash 4.22*

For Sale

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

WEEDHOPPER Ultralite. Needs rebuilt. Not crashed. Asking \$1200. 309/968-6259 Manito.

MADRAS 1 Pair of super tips. Droop wing tips. For Cessna 150. \$220. 309/647-5984 Canton.

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

1964 CESSNA 150D. 3400TT. 460 SMOH. 1992 restoration. 9+ P&I. New 760 channel Nav/com & Xponder. \$17,500 firm. 309/647-5984 Canton.

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

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

1964 MOONEY M20C. 3000TT. 350SMOH. IFR. Coupled auto pilot. GPS. Mode C. Intercom. Hangered. Extras. Transferred overseas. \$39,900; BO. 309/673-2026 Peoria.

HANGERS 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.

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

Calendar

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 Whitside 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 12th 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 13th -- Sparta, Illinois EAA Chapter 64 Pancake Breakfast Fly-In at Hunter Field. Contact: Terry Ernst, 618/537-2736.

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 — Kankakee, Illinois Third Annual Midwest Gathering of Pterodactyl at Koerner Airport. Contact: Frank Beagle at 815/932-9822.

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

July 3rd — St. Louis, Missouri Air Fair St. Louis/ Contact: 314/4343434.

July 3rd - 5th — Columbia, Illinois Independence Fly-In '98 sponsored by Gateway Ultralight Club. Flying events, dinner, bonfire, fireworks. Contact: Keith Smith at 314/776-4790.

July 4th — Monmouth, Illinois Monmouth Flying Club's 32nd Annual Fly-In. Contact: 309/734-5983

July 8th - 12th — Arlington, Washington Northwest EAA Regional Fly-In at Arlington Airport. Contact: Barbara Lawrence at 360/435-5857, or www.weaa.org/nweaa/

July 11th — Springfield, Illinois Springfield Air Rendezvous. Contact: 217/789-4400.

July 11th — Danville, Illinois Fly-In and swap meet sponsored by EAA Chapter 622. Contact: Dave Sloan, 765/869-5011.

July 24th - 26th — Keokuk, Iowa L-Birds Fly-In. Contact: Irv Lindner at 319/524-6378.

July 29th - August 4th — Oshkosh, Wisconsin 46th Annual EAA Fly-In Convention at Wittman Field. Contact: 414/426-4800.



1998 Chapter 563 Officers

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