

Illinois Valley Beacon

September 1998

Volume 5 Issue 9

Breakfast Because many of our Chapter members were in Oshkosh last Saturday, attending the Annual EAA Fly-In and Sport Aviation Convention, we will meet for breakfast at our hangar at Mt. Hawley Airport this **Saturday, August 8th**, beginning around 8:00 am.

Labor Day Fly-In Breakfast Fly-In, Drive-In, Walk-In, Bike-In, Drop-In Breakfast from 8 AM to 10 AM on Monday, September 5, 1998, Labor Day, at Mt. Hawley Airport. Sponsored by EAA Chapter 563. We Talk Airplanes! Last Hangar on South End of the Airport.

September Meeting Our next Chapter meeting will be on Wednesday, the 9th of September, at 7:30 p.m. at our Chapter Hangar at Mt. Hawley Airport.

Dr. Thompson will be guest speaker.

This month's speaker will be Dr. Robert Thompson, a new EAA member, speaking on medical facts for pilots.

Hangar Space There will be space for one aircraft available in our Chapter Hangar as of October 1st. Jerry Peacock has his projects squared away to the point where his beautiful Classic Cessna 172 can move back into it's own hangar.

Consequently we have a nice, warm (heated) space for some lucky Chapter members aircraft this winter.

August Picnic Instead of our regular second Wednesday of the month Chapter meeting, we held a picnic on Saturday, August 22nd, at our hangar at Mt. Hawley Airport.

The Chapter provided the meat and beverage. Around 2 dozen members and guests.

Comment overheard at the picnic: There ought to be a better way of communicating with the membership than this newsletter!

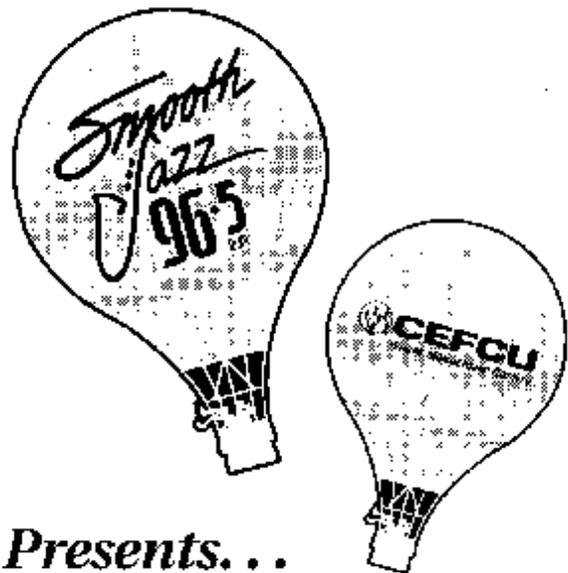
NorthCentral Just a reminder to all Chapter members that the North Central EAA Old Fashioned Fly-In at Whiteside County Airport at Sterling/Rock Falls is approaching.

As one of the host Chapters sponsoring this event, we are expected to provide volunteer workers. For the last several years Chapter 563 has been in charge of the

registration table.

Be sure to mark the weekend of September 19th and 20th down on your calendars. We need volunteers to man the registration desk Saturday and especially at the Sunday morning Fly-In Breakfast.

We still need a third Chapter member to serve on the Board of Directors of the North Central EAA Old Fashioned Fly-In. If you are interested please contact Ron Wright or



Presents...

Peoria Balloon Fest '98

**Saturday, September 26
1-9 PM**

Mt. Hawley Airport

Rain Date:

Sunday, September 27

**Food, Arts & Crafts,
Fireworks, Skydiving,
& So Much More!**

*Proceeds from the event benefit
Crittenton Care-Crisis Nursery Auction*

Dennis Mellen.

Fun-Fly '98

The Heart of Illinois

Ultralights will hold their annual Fun-Fly at Logan County Airport in Lincoln, Illinois on Saturday, September 12th. On Field camping, motels nearby. Ultralighters know how to have a good time! This is a fun event. For further information contact: Bruce Wilson, 309/444-3105 or Gary Weiss, 309/698-7622.

Balloon Fest at Mt. Hawley

need around 25 volunteers. Phone Sam Sisk Promised the Greater Peoria Airport Authority help directing aircraft, car and pedestrian traffic.

AIRVENTURE '98 SETS RECORD

EAA AirVenture Oshkosh '98 wrapped up on a soggy note on Tuesday, but that could not diminish the tremendous success of this year's event. Estimated attendance was a record 855,000, topping the 1994 mark of 850,000. Showplane registration reached 2,743, 24 more aircraft than in the previous best year, 1995. The showplane total was boosted by record numbers of warbirds (547), contemporaries (271) and amphibians/seaplanes (178). Friday, July 31, was the single largest day in the 46-year history of the event. Camp Scholler was expanded "on the fly" Thursday night (7/30) when it neared capacity. The diversity of programs and aircraft also helped make this year's event the most successful ever. A huge thank you to everyone — staff, Directors, Chairmen and volunteers — who made this success possible. The rainy weather that has hung over Wisconsin since Tuesday, however, has kept many airplanes on the field and a number of visitors waiting for VFR conditions to return. From EAA Members Only Web Site

CONCORDE DRAWS BIG CROWDS

Part of the big attendance on July 31 was the arrival of British Airways' Concorde. The supersonic jet was here through Monday morning, Aug. 3. All four of its one-hour "local" flights — two each on Saturday and Sunday — were filled, meaning 400 people had the opportunity to enjoy flight in that airplane. From EAA Members Only Web Site

EAA NAMED ONE OF TOP 100 NON-PROFIT ORGANIZATIONS

EAA has been named one of the nation's top 100 non-profit organizations, according to the book 100 Best Non-Profits to Work For by Leslie Hamilton and Robert Tragert (Arco/Macmillan USA). The book searched for "the most desirable employers ... run as efficiently as any successful business; at the same time, they are supremely dedicated to providing the service their supporters expect."

the section on EAA describes the organization as "one of the more passionate followings in the world of aviation ... EAA appears likely to keep growing and to continue

catering to the needs of its exceptionally devoted members." EAA was one of only two aviation groups (Confederate Air Force being the other) mentioned in the book. Other groups noted included Habitat for Humanity, Consumers Union and the Girl Scouts of the USA. We are pleased to be recognized in this volume, which selected the best 100 organizations out of more than 700,000 non-profit groups in the U.S. From EAA Members Only Web Site

EAA SENDS TESTIMONY ON HOOVER BILL

On Aug. 6, EAA presented testimony to the House Subcommittee on Aviation, strongly reaffirming support of reforms in current Federal Aviation Administration (FAA) policy on emergency revocation of pilot and operating certificates. EAA supplied testimony in support of House Bill 1846, which provides for a third-party review of emergency revocations by the National Transportation Safety Board (NTSB).

An NTSB review would determine if FAA has "due cause" to proceed with emergency revocation. A similar bill is also currently under consideration in the U.S. Senate. The bill is popularly known as the "Hoover Bill" in the aviation industry in reference to veteran pilot and air show performer Bob Hoover.

Hoover fought a nearly three-year battle with FAA over an emergency revocation brought against him in 1993. Hoover eventually won reinstatement of his medical certificate, but only after incurring substantial legal fees and losing his major source of income.

EAA's testimony also cited other examples where FAA revocation powers were used liberally, leaving defendants with the lone option of a high-cost legal battle to regain their certificates. From EAA Members Only Web Site

RECORD MONTH FOR EAA WEBSITES

The July activity report for EAA's World Wide Web sites show a record amount of visitors and site "hits" to the sites over that month. The sites totaled more than 3.6 million hits from more than 222,000 people, with fly-in.org receiving more than 1.6 million hits and EAA's home page receiving nearly 1.4 million hits. That is better than a million more than the previous record total, set in July 1997. From EAA Members Only Web Site

ULTRALIGHT HALL OF FAME

The EAA Ultralight Council has created an EAA Ultralight Hall of Fame, to be housed at the Aviation Center. The Hall of Fame will recognize individuals or groups for dedicated service or significant contributions to ultralight aviation. Nominations are now being accepted through June 1, 1999. The first inductions will be held at the fall board meetings in Oct. 1999. Final selections will be made by a committee of three Ultralight Council members and other active ultralight fliers. Contact Timm Bogenhagen at EAA Headquarters for more information and nomination

forms. From EAA Members Only Web Site



AUSTRALIAN CHAPTERS FORMED

Three groups of aviation enthusiasts in Australia have applied for Chapter membership in EAA. Those groups would be the first chapters in Australia and Troy says that all three applications came within the same week! We looking forward to

working with Australian aviation enthusiasts to promote flying "Down Under." From EAA Members Only Web Site

MUSEUM ATTENDANCE SOARS

Attendance figures from the Air Adventure Museum during AirVenture, finalized this week, show that the museum reflected the record attendance during the event. More than 55,000 people went through the museum from July 29 -Aug. 4, the best one-week total ever. That total included a daily record of 15,919 on Saturday, Aug. 1. The attendance was 14 percent higher than the same week in 1997. From EAA Members Only Web Site

CONGRATS TO U.S. TEAM

There were a number of outstanding performances by U.S. pilots at the recently concluded World Aerobatic Championships at Trencin, Slovakia. The American men's team was second behind the French, while the American women were third. The individual champions were Patrick Paris of France for the men and Svetlana Kapanina of Russia for the women. Diane Hakala was second in the women's competition while Debbie Rihn-Harvey was eighth and Ellen Dean ninth. Matt Chapman was third in the men's event. In addition, Kirby Chambliss was fourth among the men and Mike Goulian (an AirVenture '98 air show performer) ninth. This was the best performances by an American team in more than 20 years and we congratulate all of the team members and personnel. EAA was proud to be a sponsoring organization for the U.S. Aerobatic Team.

From EAA Members Only Web Site

NO KNOCK, NO PING, NO LEAD

A new 82UL (unleaded) fuel could eventually



replace the hard to find 80/87 preferred for use in low-compression engines. The American Society for Testing and Materials will publish the specifications for the new low-octane unleaded in August. The new fuel is the culmination of ten years of work by AOPA, EAA, Cessna, GAMA, the FAA and other groups. From AVflash 4.31

MEMPHIS BLUES: A VFR PILOT TRAP?

Is the FAA developing a Class B "trap" around Memphis? AOPA claims so and is petitioning the agency to reconsider and delay commissioning the new Memphis VORTAC. The problem is the location of a new VORTAC south of the existing one. AOPA claims the new description of the airspace is purposely misleading and could lead VFR pilots to assume incorrectly that they're safely outside the Class B, and be violated as a result. AOPA wants the FAA to reopen the public comment period. From AVflash 4.31

BAHAMAS BOUND, THE EASY WAY:

In an effort to get more GA pilots to visit their beautiful island, the government of the Bahamas has issued what they're calling a "Private Pilots Bill of Rights." As incentive there will be: no landing fees, no overtime customs fees, no departure tax, no tie down fees, no problem! So get your sunscreen, your swimsuit and your credit card and make like a tourist, mon. From AVflash 4.31

PUT EAA AIRVENTURE '99 ON YOUR CALENDAR

Those who were stuck will have some great "How I Got Home" stories, and someone may print up the seemingly-mandatory "I Survived Being Washed Out and Weathered In at OSH '98" T-shirts, but in time, the talk will return to the good stuff, of which there was plenty! Oshkosh is one of the few places where dreams become real. EAA AirVenture '99 will be July 28-August 3. Start making your plans for next year -- we already have. From AVflash 4.32

CESSNA AD TOO BROAD, TOO COSTLY, TOO MUCH

Chances are good that if you own a 1965-1986 Cessna single or a Skymaster twin, the FAA would like you to shell out money to comply with the new fuel strainer AD. AOPA says that shouldn't be so, and is lobbying to narrow the scope of 97-CE-114-AD. "You don't need to open up 50,000 Cessnas to find some 300 out-of-spec fuel strainers," said Douglas C. Macnair, AOPA director of aviation standards. "FAA has turned what should be a minor AD into a massive \$3.1 million inspection program." And massive it is, affecting Cessna 150, 152, 172, 177, 180, 185, 188, 206, 207, 210 and 337-series aircraft built from 1965 to 1986. From AVflash 4.32

WE KNOW THEY'RE OUT THERE

There were 300 fuel strainers manufactured between

Dec.'96 and Sept. '97 with improperly installed standpipes. In a request that makes too much sense, AOPA says the agency should limit the AD to those aircraft with strainer assemblies that were installed, modified, or replaced after December 1, 1996. The change would reduce the number of airplanes to be inspected from 50,000 to several hundred, and reduce the cost of the AD from \$3.1 million to just over \$100,000. The question is, will the FAA listen? You might be able to help encourage them to do just that. The agency will accept comments on the proposed AD until September 21, 1998. From AVflash 4.32

FAA CALLED "RELEASE HAPPY"

Is the FAA doing enough to protect GA airports? The GAO has been tasked to find out. The FAA Reauthorization bill contains a provision backed by AOPA making it more difficult to close some GA airports and sell airport land. AOPA told Congress that the FAA is frequently "release happy," making it much too easy for airport sponsors to sell off publicly funded airport property. Congress also heard from AOPA about the problem of "revenue diversion," where income from airport properties is diverted to non-airport uses. The committee asked GAO to review the program and report back to Congress by April 1, 1999. From AVflash 4.32

PERMANENT IMC AT PBI TOWER?

It's bad enough when controllers turn down your request for a direct routing, sending you on a vector to Hector. It's even worse when they complain they can't see. New windows were installed in the control tower at West Palm Beach, Fla., in May. The allegedly hurricane-proof windows are also apparently see-through proof. Controllers say looking through them is like wearing someone else's glasses. The FAA has checked and says the windows do not present a safety hazard and will stay where they are. Anyone seen the aspirin? From AVflash 4.32

GAO HITS FAA EMERGENCY REVOCATIONS, SUSPENSIONS

The General Accounting Office's latest look-see of the FAA's operations put some numbers on the agency's enforcement efforts. This time, the GAO looked at the FAA's use of its emergency revocation powers, at the request of Sen. James Inhofe (R-OK), himself an active pilot. The GAO failed to find anything earthshaking in its examination, but some of its findings and conclusions prove illuminating and quantify what many have suspected. From AVflash 4.33

ENFORCEMENT EFFORTS VARY AMONG REGIONS...

For example, the agency's enforcement activity is uneven when comparing the various FAA regions. According to the GAO, most regions issued no more than a handful (one to five) of emergency orders to revoke or suspend medical certificates in each year of fiscal years 1990 through 1997. Yet, the Southwest region averaged nearly a dozen

annually, and the Eastern and Western-Pacific regions averaged almost 25. In this week's candidate for aviation-industry understatement of the year, the GAO said, "Officials at these offices and at FAA headquarters were unsure why these regions initiated so many more emergency orders..." From AVflash 4.33

...WHILE PILOTS MOST OFTEN AFFECTED BY POLICY CHANGE

Also, and to no one's great surprise, the GAO found that the FAA's use of its emergency powers to revoke and suspend certificates has increased since an informal policy change in 1990. Formalized in 1992 by a change to FAA Order 2150.3A, the agency's decision to more actively use its emergency powers had a remarkable effect -- some 86 percent of its emergency actions resulted in the certificate holder losing the certificate. This was true for both individuals and other entities.

Yet, as AVweb is sure Bob Hoover would attest, pilots were the class of certificate holders most often affected by the FAA's 3,742 emergency orders issued between 1990 and 1997. Let's be careful out there! From AVflash 4.33

AOPA TAKES ON PALWAUKEE COMMUNITIES' DISINFORMATION CAMPAIGN

"Half-truths and misleading statements have no place in public debate." So says Bill Dunn, AOPA vice president for regional affairs, about the growing spat between the association and the two communities which own and operate the Palwaukee Municipal Airport in Chicago's northern suburbs. The towns of Prospect Heights and Wheeling, Ill., co-own the facility and local opponents of the active reliever airport are petitioning to place two non-binding referenda on the November ballots. One proposed referendum calls for a nighttime flight curfew, while the other would impose greater weight restrictions on aircraft using the airport. You'd think someone would have learned their lesson from the Meigs debacle, but when the facts are not in your favor, what else can you do but rely upon lies and dirty tricks? From AVflash 4.33

EAA WANTS A ROLE IN TESTING ADS-B, FREE FLIGHT

Jumping squarely on the Free Flight bandwagon, the Experimental Aircraft Association last week said it is offering the FAA and other organizations its assistance and that of its members in testing emerging technology designed to "make it happen." Specifically, the EAA is backing development of Automatic Dependent Surveillance-Broadcast (ADS-B) as an underlying component of Free Flight. According to the EAA, "Free Flight using ADS-B will allow cockpit displays of traffic, providing more efficient and expanded use of U.S. airspace." The EAA hopes to work with the Cargo Airline Association in upcoming tests by providing member aircraft to expand the trials to include general aviation. From AVflash 4.33

RUTAN'S BOOMERANG RETURNS

Remember the odd, asymmetric twin that Burt Rutan designed a few years ago? Dubbed the Boomerang, there were no plans to sell kits or put the bird into production. Now, however, Rutan and Ray Morrow, chairman of Morrow Aircraft Corporation and a former driving force behind II Morrow, have teamed to develop and produce it as a business twin. The planned result -- the Morrow Boomerang -- will be larger than the original, to include six seats, and will be powered by two Continental TSIO-550s. From AVflash 4.33

FAA Y2K UPDATE -- A LITTLE MORE LIGHT, NO HEAT:

The good news? It hasn't gotten any worse. The bad news? The FAA hasn't made much progress in addressing its Y2K problems. An August 6 hearing included appearances by the GAO, the DOT's Inspector General, and an FAA management type. All agreed there was a problem, all agreed the FAA had made some progress, and all agreed much more should be done. Sound familiar? From AVflash 4.33

STURE V. SIGFRED:

Designer of the famed NACA radial engine cowling and pilot for Pan American Airways, Sture V. Sigfred, died last Saturday. He was 98. Perhaps Sigfred's greatest accomplishment was helping to decide the site of an airstrip for the then fledgling Chicago Flying Club. Thousands visit that landing strip every day -- we know it as Chicago O'Hare International Airport. From AVflash 4.33

IN THE SKY ABOVE BOSTON, IT'S A BIRD, IT'S A PLANE, IT'S...

At some point last week, controllers at Boston Center in Nashua, N.H., likely weren't quite sure what it was after a center computer failed. The computer blackout hit in the early evening last Wednesday and for 37 excruciatingly long minutes, some 75 controllers lost the data blocks that give them aircraft ID, altitude, speed, route and destination. All that the blips on their radar screens showed were that there were planes in the air. "It was chaos," William Johannes, local president of the National Air Traffic Controllers Association, told the Boston Globe. "We had no idea where some of the planes were." From AVflash 4.34

...SAFETY WASN'T COMPROMISED, SAYS FAA

(SURPRISE!) We bet they say that to all the girls. Well, even if safety wasn't compromised, schedules were as controllers at other Centers were told not to release planes into Boston Center's 160,000 square miles of airspace. As if that wasn't enough to give harried controllers a Maalox moment, the screens went momentarily blank several times on Thursday, as well. NATCA's Johannes says the problem is a common one, with more than 100 failures of the archaic computer gear at Boston Center logged this year alone. "It's like a Chevy with 485,000 miles on it and you are trying to stretch it," he said. "The longer it goes, the more times we are going to have failures." From AVflash 4.34

FOSSETT FREE-FALLS FIVE MILES

We at AVweb can honestly say we know no one who has plunged 29,000 feet into the sea and lived to tell about it, or didn't live to tell about it, for that matter. Adventurer, millionaire, balloonist and bon vivant Steve Fossett did just that and not only lived through it -- he was none the worse for wear. As reported last week, Fossett was well into his attempt at becoming the first person to circumnavigate the globe non-stop in a balloon when he ran smack into a giant thunderstorm doing its evil thing over the Coral Sea. At first, Fossett says he thought he would be able to go above the storm, but he was sucked into the morass and his balloon was pummeled with hail. "I THOUGHT I WAS GOING TO DIE" What Fossett did next is the balloonists' version of "Fly the airplane." As the balloon ruptured and began its 2500 foot per minute descent, he fired the burners and jettisoned some gas tanks in an effort to lighten the balloon and soften the impact. Just before impact he lay prone to distribute the impact forces. His efforts may have saved him, as he survived the landing, "waking up with the capsule upside down, half full of water and on fire." Fossett clambered into his small life raft, then into a bigger and better equipped raft dropped by

SAR hours later, from whence he was picked up by a private yacht. Fossett wondered aloud, "I'm not sure I should keep doing this every year and taking this risk." Salvage efforts are under way to recover what's left of the Solo Spirit. Six teams are expected to attempt the circumnavigation in December and January. From AVflash 4.34

AIRSPACE BATTLEGROUND

AOPA is vowing to fight local ordinances passed in both Coral Gables, Fla., and as reported earlier, Las Cruces, N.M., that affect flight operations. Coral Gables has established a 1,000-foot minimum for aircraft overflying the city, and



ROBRUCHA

prohibits "stunt" flying and flight training over the city. The greater problem is this. If Coral Gables is allowed to preempt the FAA in setting flight regulations, where will any city stop? AOPA has asked Coral Gables to comply with federal law and remove the ordinances. From AVflash 4.34

THE AIM IS NOW LAW Meanwhile, in New Mexico, AOPA continues to work to get Las Cruces to remove the ordinance regulating a pilot's conduct in flight at the city's non-towered airport. In June, the city passed an ordinance making AIM recommendations mandatory. Pilots are required to strictly follow traffic pattern procedures and those with radios must make the recommended calls. The airport manager has been given authority to issue misdemeanor citations to pilots who fail to comply. Despite requests by AOPA, the city isn't budging. City Attorney Fermin A. Rubio sent AOPA a brief response, "The city of Las Cruces does not intend to take any corrective action as we believe the ordinance is lawful and reasonable." The standoffs continue. From AVflash 4.34

SAVING SEDONA'S AIRPORT: It's one of the most beautiful regions of the country and landing at Sedona is a thrill. Sedona Airport sits atop a mesa, giving the feeling of aiming for the deck of an aircraft carrier, albeit one that is stationary with no wire at the end to grab your tailhook. Now, it appears pilots are going to have to fight for the right to continue landing there. Local aviators tell AVweb they are fighting noise restrictions they fear could ultimately be used to close the airport. From AVflash 4.34

IT GOT SO QUIET AND SMOOTH! We wonder if Tom Guntly of Wausau, Wis., can log this as glider time, since his Piper Comanche propeller came off at 1,500 feet AGL. Local police detective Steve Meilahn says the prop landed in the ground "like a hot knife in butter." Guntly kept his wits about him and landed at Wausau Downtown Airport. From AVflash 4.34

MARTHA KING TAKES ON FAA'S AIRMAN DATABASE DECISION... Aviation industry leader and King Schools co-founder Martha King last week told AVweb that the FAA's recent decision to stop making available to the public its database of airman names and addresses is "an aviation safety issue." King's comments came in an exclusive AVweb interview in which she said that the FAA's decision will deprive pilots of the ability to "keep themselves up-to-date, keep themselves advised of new trends, new techniques, new products, new regulations." From AVflash 4.35

...AND HOW IT WAS MADE... Perhaps King's greatest concern with the FAA decision, though, is how it was apparently made. According to King, attorneys in the agency's Office of the Chief Counsel made the decision on their own, without involving higher-up policy officials. She commented, "One of the things that really

surprised and disturbed us greatly was that while the attorneys in the FAA from headquarters were quite aware of the mailing list issue, none of the other people in the policymaking level in the FAA seemed to have any awareness that this was underway, and they were quite surprised and quite upset at finding it out in a public forum (at Sun 'n Fun)." From AVflash 4.35

...SAYS FAA CONCEALED AIRMAN'S "OPT OUT" RIGHTS King also noted that the FAA already has the ability to address its concerns over continued release of the information. For years, airmen have had the ability to flag their address information as "do not release" or to substitute an alternate address (such as a business address). But the FAA never publicized these options, so 9 out of 10 airmen were unaware they existed. From AVflash 4.35

FALCON FAILS TO FLY, FLAILS FENCES: A Dassault Falcon 200 bizjet operated by Reliant Air as a cargo flight ran through two fences and struck three vehicles crossing a road Friday morning during an aborted takeoff at El Paso International. One person was slightly injured. Ironically, the cargo was reported to be seat belts. From AVflash 4.35

BASEBALL'S BEEN BERY, BERY GOOD TO ME: So could be the reason the Navy's Blue Angels precision flight team may give for the low pass last Sunday at Wrigley Field. The F/A-18 Hornet reportedly made a relatively low pass down the first base line during an air show near Lake Michigan, reportedly causing the Cub's first baseman to dive into the dugout, the batter to jump six feet out of the batter's box, and rattling the Cubs' pitcher who the manager pulled from the game. Houston won, 13-3. While, for Cubs fans, there's always next year, no word was available on whether the Blue Angels ever will return to Wrigley. From AVflash 4.35

SHORT FINAL...

- Pilot: "Airplane XXX is over [fix] and we almost have the field in sight." ATC: "Roger XXX, you are almost



cleared for visual approach to runway 19." From AVflash 4.31

- ◆ Found in the Jepp airport guide -- the one that's a companion to the approach plates -- for VKX (Potomac Airfield, MD): Noise Abatement: Avoid TO. From AVflash 4.32

⇒ Airline pilots, like any of us, can have a tough time finding their way around an unfamiliar airport. One day at SJC (San Jose, Calif.), a UAL DC-10 was headed into unfamiliar territory. Controllers observed the aircraft come to a full stop just short of an intersecting taxiway and remain motionless. After a moment, Ground Control called and said, "UAL XXX turn right at that taxiway." There was no response. Again the controller said, "UAL XXX turn right at that taxiway." No response. After a few seconds, the controller tried a different approach: "UAL XXX, turn toward the copilot", at which point the aircraft made an immediate 90-degree turn to the right... (Think about it...it'll come to you.) From AVflash 4.33

- ◇ We don't usually publish the "Xeroxed jokes" that circulate wildly on the 'net, but every rule is meant to be broken. This one tickled us, and is sure to touch home with a lot of our fellow pilots: "The male pilot is a poor, confused soul who talks about women when he's in an airplane...and talks about airplanes when he is with a woman." From AVflash 4.34

* Regardless of what it says in the AIM or Pilot/Controller Glossary, an emergency is in the eye of the beholder. Want proof? A veteran 747 captain recently retired and got checked out in a Cessna 172 for "puddle jumping." After filing a short IFR flight plan over the phone one day, he definitely got the attention of the Flight Service Station specialist when he added, "...and I'd like to declare an emergency at this time." Intrigued, the FSS man dutifully recorded in the "Remarks" section of the flight plan exactly what the old captain had to say: "I'm down to one radio, one VOR receiver, no deice equipment, one flight crew member, and one engine." From AVflash 4.35

FOR SALE

WIZARD Ultra Lite, 2-place. 503 Rotax eng. Needs rebuilt. \$1100. 217/754-3477 Location: Bluffs, IL.

1962 250 COMMANCHE. 1/3rd share partnership for sale. Low time. 309/827-5631 Location: Bloomington.

1946 C140 CONTINENTAL 85. 2145 TT. 960 SMOH. Great shape. \$16,000; BO. 309/657-1482 cellular. Location: Peoria

HEAVY FBO Tow bar, \$99. Heavy ground service plug & cables, \$49. 4-way intercom. New, \$49. 815/842-1757. Location:

1973 CESSNA 150L. 4000TT. 300 SMOH. New carpet, paint, Nav-com. Hangared. \$22,000. 309/925-4801 Location: Tremont.

VPII VOLKSPLANE Wood & fabric. Fresh 1835cc. Fly open or closed cockpit. GC. Always hangared. \$6500; BO. Must sell! 309/852-4413 Location: Kewanee.

LAZAIR Microlight. Twin eng. 1 person. Custom enclosed trailer. \$5400 or trade for hovercraft or pickup of equal value. Rich, 309/676-3216 Location: Peoria.

WINCH. 1 1/2HP Electric w/100' remote cable. Paid \$459. Sell \$149. PA-23 full-service manual. \$49. Tomahawk canopy cover, \$79. All same as new. 815/842-1757.

1965 CITABRIA 7ECA, 3995TT, 890 SMOH, 100hp, 0200 Cont., ground up restoration incl. SPAR in '77, plenty of head/leg room, 635 lb. usable, no radios, \$25,000, Jay, 847-395-5176. \$ 25,000. Location: Antioch, IL

1994 KITFOX II 582, full instruments, radio, GPS, electric trim, many options, 130 hrs., A-1 condition, \$18,000, 708-387-1613. \$ 18,000. (815)-726-5956. Location: Lockport, IL

503 ROTAX dual carb., white w/blue metal flakes, 3 blade IVO prop, 9 gal. tank, 52 hp, 525 red, white & blue chute, tach/hourmeter, 3 hrs., \$9500, 815-784-5876. Location: Genoa, IL

1980 172 2461TT, 180 HP, 300 SPOH, 2KMA-24 audio panel, KN-64 DME, KR-85 ADF, KT-78A w/ENC, ATC-4 pl intercom, Century 2000 AP, Century HSI-coupled to AP & Loran, Jerry:309-699-7227, \$69,000, G. L. Derry (309)789-0403,Fax W (309)647-2244, IL File photo. \$ 69,000. (309)-789-0403. Location: Canton, IL

1962 COMANCHE 250, 4322 TTAF, 1603 SFRM, 839 SPOH, IFR certified, King dig. Avionics, AP, knots 2U, many opt. and upgrades, ext. 8 - int. 9. \$55,900, ph. 309-342-3134, fax 309-342-1078. \$ 55,900. Location: Galesburg, IL

Calendar

September 6th — 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.

September 6th — Dubuque, Iowa EAA Chapter 327 Fly-In Breakfast. Contact: 319/582-3105.

September 9th - 13th — St. Louis, Missouri American Bonanza Society 30th Annual Convention and Industry Exhibit. Contact: 609/424-8998.

September 12th — Lincoln, Illinois Heart of Illinois Ultralight Fun Fly at Logan County Airport. On Field camping, motels nearby. Contact: Bruce Wilson, 309/444-

3105 or Gary Weiss, 309/698-7622.

September 12th — Decatur, Illinois EAA Chapter 174 Pancake Breakfast and Young Eagles Rally. Contact: 217/348-7564.

September 18th - 20th — Jacksonville, Illinois 14th Annual Byron Smith Memorial Midwest Stinson Reunion. Contact: Suzette Selig, 630/904-6964.

September 19th - 20th — Sterling-Rock Falls, Illinois North Central EAA "Old-Fashioned" Fly-In. Contact: Dan Rubino, 630/830-0559 or Dolores Neunteufel, 630/543-6743 or <http://members.aol.com/nceaa/index.htm>.

September 25th and 26th — Bartlesville, Oklahoma 41st Annual Tulsa Regional Fly-In. Contact: Charlie Harris, 918/622-8400.

October 3rd and 4th — Pierron, Illinois Octoberfest '98 sponsored by Gateway Ultralight Club. Flying events, dinner, bonfire. Contact: Keith Smith, 314/776-4790.

October 4th — 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.

October 8th - 11th — Mesa, Arizona Copperstate EAA Fly-In at Williams Gateway Airport. Contact: Bob Hasson, 520/228-5480 or 520/298-3522.

October 9th - 11th — Evergreen, Alabama Southeast EAA Regional Fly-In. Contact: Harold "Bubba" Hamiter, 334/765-9109 or 334/743-3916.



1998 Chapter 563 Officers

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