

# Illinois Valley Beacon

March 1999

Volume 6 Issue 3

The **Annual Pot Luck Supper** at Marshall County Airport, Lacon, Illinois will be Friday, March 5th at 6:00pm. Bring a covered dish and table service.

**Breakfast** Saturday, March 6th. at our hangar at Mt. Hawley Airport, around 8:00 AM. See you there!

**March Meeting** Our next Chapter meeting will be on Wednesday, the 10th of March, at 7:00 p.m. at our Chapter Hangar at Mt. Hawley Airport. Chapter member Bruce Chien, MD. will speak on Hypoxia. Bruce will also have an oxygen meter available for all those who want to test their lung capacity.

**February Meeting** We had about 25 people at our hangar on Wednesday, February 10th, at 7:00 p.m. Chapter member and FBO at Marshall County Airport, Neil Pobanz was our guest speaker. Neil spoke on control flutter and the problems with V tail Beech Bonanza's and other aircraft. His presentation and the ensuing discussion were very interesting. Neil even had the engineers in the audience on the edge of their seats.

**April Pot Luck** At our April Chapter meeting on Wednesday, the 14th. we will have a Pot Luck supper. More details will follow in the next newsletter.

**Membership Dues** If you have not yet paid your 1999 membership dues, this may very well be the last newsletter you receive. Please mail your check of \$15.00 for 1999 dues to Chapter Treasurer Ron Wright, 616 Kerfoot, East Peoria, IL. 61611, Ph. 694-1527 e-mail wright.ronald1@mcleodusa.net

**AOPA CHALLENGES NTSB ON AEROBATIC PILOT RECOMMENDATIONS** Three weeks ago, AVweb reported on the NTSB's plans to restrict pilots with cardiac conditions from aerobatic flight. The NTSB cited three fatal accidents during aerobatic flight since 1980 that it attributes to pre-existing heart conditions. The big concern is G-induced loss of consciousness, which the NTSB and the FAA say is more apt to happen with pilots taking certain heart medications. AOPA looked at the accidents on which the NTSB is basing its case and found that the Safety Board's own accident findings don't support their decision. AOPA asked the NTSB to withdraw its recommendations because they are "unsubstantiated ... and would not prevent the very accidents they were designed to address." Meantime, the NTSB issued a revised recommendation. From AVflash 5.06

**YOU PICKED A FINE TIME TO LEAVE ME, LOOSE WHEELS:** While culling through the FAA prelims, this accident report caught our eye: "Acrcft took off and both main landing gear fell off." The wheels departed the Cherokee at the Santa Ana, Calif., airport and we have since learned the student pilot aboard brought the plane back around and landed safely, doing little damage to the aircraft and none to his body. Any bets that the plane had just come out of maintenance? From AVflash 5.06

**PUT YOUR RIGHT FOOT IN, TAKE YOUR RIGHT FOOT OUT:** Is the FAA hokey-pokeying about, or simply suffering from foot-in-mouth disease? Just days after an FAA-supported study endorsed making GPS the primary navigation system, the feds told an ICAO meeting in Brazil that GPS will NOT be approved for sole-use navigation and WILL need a backup. Avweb is told by one who attended the conference that even with the WAAS and LAAS augmentation systems, GPS is too vulnerable to disruption. From AVflash 5.06

**LOPRESTI ACTS FAST ON SWIFFURY:** Speed merchant Roy LoPresti has signed the official paperwork to take over Piper's SwiftFury. LoPresti now owns the intellectual rights, the airplane and all parts. In coming months, he will attempt to contact all 569 people who have expressed an interest in the plane. A new company, LoPresti Inc., will certify and produce the SwiftFury, which will be at Sun n' Fun. From AVflash 5.06

**THE BIG SHOW:** EAA's AirVenture Oshkosh '99 has announced the performers for this year's funfest of flying. Returning performers include Delmar Benjamin and his Gee Bee, Gene Soucy, Sean Tucker, Patty Wagstaff and all the others you've come to know and love. To find out when you need to be airshow front and center, check out the daily schedule at <<http://www.airventure.org>>. (AVweb asked EAA for a return engagement by the small-twin pilot who encountered warbird-induced wake turbulence on short final at OSH '98 and nearly went inverted, but recovered and went around. His may have been the very best performance of all.) From AVflash 5.06

**SAVING AN AVIATION LANDMARK:** It's a pretty sure bet that every naval aviator since the 50s spent time at Trader Jon's, a Pensacola, Fla., bar, hangout, and landmark. For years, proprietor Martin "Trader Jon" Weismann told everyone that if they ever caught him in matching socks, he would give them the bar. Now, his wife needs help selling it. The 83-year-old Weismann is very ill, and the bar proved too much for his 76-year-old wife Jackii to manage alone. Two retired naval

aviators, Navy Cmdr. Bob Stumpf (a former Blue Angels leader) and Marine helicopter pilot Kent Bolin have formed the non-profit Trader Jon's Preservation Squadron to raise money to buy the bar. The two are working to keep the fund-raising a grass-roots effort so the same people Trader Jon opened the bar for will have a part in saving it. See <<http://www.traderjons.com>> if you'd like to help. From AVflash 5.06

## **ADMINISTRATION RELEASES USER FEE, PBO, AIRPORT FUNDING PROPOSALS...**

The Clinton administration unveiled its proposed FAA reauthorization bill last week, claiming it will allow the agency to operate more efficiently, modernize ATC and use "innovative" financing methods to reduce costs to taxpayers. The bill calls for user fees to replace non-GA excise taxes and would sharply reduce airport funding. From AVflash 5.07

## **...WHICH ALPHABET SOUP PROMPTLY REJECTS**

Aviation associations last week dissected the proposed bill in hearings before the House Subcommittee on Aviation, expressing widespread opposition to user fees and displeasure with the idea of making ATC into a PBO. Said NATA President Jim Coyne of the proposed airport budget: "Our recommendation is simple. Reject it." From AVflash 5.07

## **COURAGE UNDER FIRE?**

Rescuers had more than just a post-crash fire to contend with last week when a Piper Saratoga carrying three Bureau of Alcohol, Tobacco, and Firearms agents and 200 to 300 rounds of ammunition crashed in Ohio. Local residents Kerry Clark and his son, Jeremy, dragged the injured agents behind nearby trees where they hid while shots went off in all directions. From AVflash 5.07

## **NASA SETS PLAN TO PAVE "HIGHWAY IN THE SKY":**

Striving to bring GA instrumentation into the 21st century, NASA last week selected a team of industry partners to help develop the much-talked-about "highway in the sky" system. Using affordable commercial computer technology, the cockpit display system would include a computer-drawn "highway" that the pilot follows to a preprogrammed destination. Team members include Avidyne Corp., AvroTec Inc., Lancair, Raytheon, Rockwell Collins, Seagull Technologies, and AlliedSignal. They hope to achieve system certification by 2001. From AVflash 5.07

## **TRIAL TICKET PROGRAM IN ALASKA?**

AVweb has received word of a one-year trial -- with the unassuming title "Pilot Deviation Processing" -- that the FAA is implementing in the Anchorage area for "informally processing certain pilot deviations." According to a mailing to Anchorage-area pilots, the program's goal is to foster cooperation between controllers and users, while improving aviation safety. Right. From AVflash 5.07

## **GA REVITALIZATION ACT UPHELD IN MICHIGAN COURT CASE:**

The General Aviation Revitalization Act (GARA), which largely prohibits suits against manufacturers involving aircraft over 18 years old,

withstood a recent court challenge, with Circuit Court Judge Michael Cherry ruling that the GARA is constitutional. GARA's enactment was one of the main sparks reigniting U.S. light plane manufacturing. Representing Cessna and successfully arguing that the GARA is constitutional was none other than aviation attorney and AVweb columnist Rick Durden. From AVflash 5.07

## **SEEKING SUPPORT FOR THE HOOVER BILL**

If you live in one of five selected states, you'll soon be hearing from AOPA if you haven't already. The organization is making its annual push for Senate passage of the Hoover Bill. AOPA sent out 43,000 mailgrams encouraging pilots to contact their senators in support of the measure. The bill will establish an expedited appeal process for pilots facing FAA actions. From AVflash 5.08

## **CHARTING A COURSE FOR THE WACS**

In the not-too-distant future, the same Department of transportation (DOT) branch that collects urine samples could print your World Aeronautical Charts. Feel safer already? Neither do we. The Clinton administration is proposing transferring aeronautical charting, now handled by the National Oceanic and Atmospheric Administration (NOAA), to the DOT. AOPA is encouraging the administration to turn over the charting duties to the FAA, which it says would improve the availability of information critical to flight safety, reduce administrative costs and improve efficiency. From AVflash 5.08

## **FAA JUGGLES CUTBACKS, PROMISES SAFETY:**

If you have a bird needing an airworthiness sign-off, FAA cutbacks could affect you. Administrator Jane Garvey has banned all non-training travel of inspectors and everyone else, and will delay hiring some personnel for a new airline inspection program because of a \$250 million budget shortfall. The FAA finds itself in the bind because of miscalculations in budgeting, a court ruling that went against them, and a new contract with air traffic controllers that will gobble an extra \$129 million. The Feds say no matter what happens, safety will not be compromised. Just efficiency. From AVflash 5.08

## **A REALLY BAD DAY:**

A pilot and a traffic reporter flying over Los Angeles in a Cessna 172 got out safely after an in-flight fire sparked when the pilot turned on a light. Pilot Hector Fuentes turned toward the airport at El Monte, Calif., and made a beeline for it as the fire spread. After Fuentes landed, the 172 filled with smoke and flames and he and the reporter jumped out. Neither was seriously injured. The 172 is toast. From AVflash 5.08

## **KISSIMMEE MUSTANG ROUNDUP:**

Wild horses shouldn't be able to keep P-51 lovers away from Florida's Kissimmee Municipal Airport April 10. The Mustang Operations and Preservation Society is expecting the largest gathering of P-51s and pilots since the Korean conflict. The event is being held -- conveniently -- one day before the start of Sun n' Fun in nearby Lakeland, so make your plans to attend both! For more info,

<mailto:angela@mustangops.com>. From AVflash 5.08

## **LATEST UNCOMMANDED B737 ROLL GRABS ATTENTION...**

Another incident involving an uncommanded roll of a Boeing 737 occurred Tuesday when a US Airways Metrojet 737-200 banked unexpectedly while cruising at FL330 during a flight from Orlando, Fla., to Hartford, Conn. The crew shut off hydraulic power to the rudder's power-control unit before switching to a backup system, then made an emergency landing in Baltimore. The anomaly involved an uncommanded left yoke deflection and offset rudder pedals. This in-flight incident followed last Friday's discovery of stiff rudder pedals on a UAL 737 during preflight at the Seattle-Tacoma International Airport. From AVflash 5.09

## **...AS NTSB QUICK TO SCOLD FAA ON LACK OF ADEQUATE DATA RECORDERS...**

When NTSB investigators went to retrieve the Metrojet 737's flight data recorder Wednesday, they discovered an outmoded 11-channel analog model, along with a 30-minute cockpit voice recorder that had overwritten its tape. Said frustrated NTSB Chairman Jim Hall, "Once again, an investigation into a reported flight control anomaly is being hampered by the lack of basic aircraft data. This is unacceptable." The FAA issued a rule in 1997 giving airlines four years to switch to improved recorders. From AVflash 5.09

## **...AND PREPARES FINAL REPORT ON USAIR 427**

The FAA and the NTSB have paid close attention to 737 control problems as a result of two crashes dating from the early 1990s. The last one, USAir Flight 427, a 737-400 that crashed near Pittsburgh, Pa., killed all 132 aboard and prompted training, design and operational changes, including mandatory unusual attitude recovery instruction that may have helped the Metrojet crew recover their 737. The NTSB is set to meet soon to determine that crash's probable cause. From AVflash 5.09

## **NATA SEEKS EXEMPTION TO AIRPORT WEATHER REPORTING REQUIREMENTS...**

The National Air Transportation Association (NATA) last week filed for an exemption from FAR Part 135 requirements for an approved weather source at the intended destination. The association says its request -- if granted -- would allow charter operators improved access to over 1,000 airports nationwide. The petition includes several conditions that would be placed on qualifying NATA members who used the exemption. From AVflash 5.09

## **DO THEY TAKE MASTERCARD, VISA OR AMERICAN EXPRESS?**

If you fly an aircraft weighing over 1,323 lbs. in Canada, pull out the plastic and get ready to start paying the piper, er, controller, beginning today. As of March 1, NavCanada, Canada's air navigation services provider, is implementing its system of user fees on operations using its facilities. The fees apply to all flights within Canadian airspace and

are based on aircraft size, weight and use. From AVflash 5.09

## **COSTLY CONTROLLER CAFFEINE**

**CRAVING:** Two airliners were forced to circle an airport in southern England after the only controller on duty went to make himself a cup of coffee and fell down a flight of stairs, breaking his right ankle. The planes circled the Bournemouth airport until Greg Fanos managed to drag himself upstairs and alert the fire department. AVweb suspects a coffeemaker may soon find its way into the tower cab. From AVflash 5.09

## **RUNAWAY PROP:**

A Cessna 210 Centurion became a glider February 20th when it lost its prop near Tinley Park, Ill. The Illinois Department of Corrections owns the plane, which was not carrying any prisoners at the time. The state's prison director, another prison employee and the pilot survived the subsequent forced landing uninjured. The 210's prop didn't enjoy its newfound freedom for long: Authorities soon took it back into custody in a nearby town. From AVflash 5.09

## **ALL DRESSED UP, AND NOWHERE TO FLY:**

Nearly a year after opening, the \$330 million, taxpayer-funded MidAmerica Airport at Scott AFB, Ill., is still awaiting commercial airlines and the 1.1 million pax predicted by local supporters. The airlines cited as likely prospects -- American, Delta and Southwest -- say they have no plans to fly there, yet local politicians have already approved another \$2.5 million in upgrades. From AVflash 5.09

## **AEROBATIC PILOTS TO ROCK 'N ROLL**

**NEAR SUN 'N FUN:** Pilots headed to Sun 'n Fun in April have yet another aviation event to check out if they arrive in central Florida a little early. The Sebring Spring Aerobatic Championships will be held at Sebring (SEF) airport on April 8-10. The IAC-sanctioned regional competition is one of the largest aerobatic contests in the country. From AVflash 5.09

## **OKAY, I GOT IT IN, CAN I GET IT OUT?**

It was a good news/bad news situation for the crew of a U.S. Navy F-14 Tomcat after they apparently were forced to land their jet at the Dare County Regional Airport in Manteo, N.C. (MQI) with minimum fuel. From AVflash 5.09

## **SHORT FINAL... The Pilot's Prayer**

Oh controller, who sits in tower  
Hallowed be thy sector.  
Thy traffic come, thy instructions be done  
On the ground as they are in the air.  
Give us this day our radar vectors,  
And forgive us our Class B incursions  
As we forgive those who cut us off on final.  
And lead us not into adverse weather,  
But deliver us our clearances. From AVflash 5.08

Another gem from our "how's that again?" file: One of the secretaries at our corporate offices called down the other day to make sure that all was set for an upcoming flight on our company aircraft, checking the airport, flight time, and which H.B.O. we would be using... From AVflash 5.09

From Jack Myers e-mail: myersja@worldnet.att.net

Here are some actual maintenance complaints submitted by US Air Force Pilots and the replies from the maintenance crews. "Squawks" [denoted below as (P) are problem listings that pilots generally leave for maintenance crews to fix before next flight.

(P)=PROBLEM  
(S)=SOLUTION

(P) Left inside main tire almost needs replacement  
(S) Almost replaced left inside main tire

(P) Test flight OK, except autoland very rough,  
(S) Autoland not installed on this aircraft

(P) #2 Propeller seeping prop fluid,  
(S) #2 Propeller seepage normal - #1 #3 and #4 propellers lack normal seepage

(P) Something loose in cockpit  
(S) Something tightened in cockpit

(P) Evidence of leak on right main landing gear  
(S) Evidence removed

(P) DME volume unbelievably loud  
(S) Volume set to more believable level

(P) Dead bugs on windshield  
(S) Live bugs on order

(P) Autopilot in altitude hold mode produces a 200 fpm descent  
(S) Cannot reproduce problem on ground

(P) IFF inoperative  
(S) IFF always inoperative in OFF mode

(P) Friction locks cause throttle levers to stick  
(S) That's what they're there for

(P) Number three engine missing  
(S) Engine found on right wing after brief search

(P) Aircraft handles funny  
(S) Aircraft warned to straighten up, "fly right" and be serious

(P) Target Radar hums  
(S) Reprogrammed Target Radar with the words

## Calendar

**March 5th – Lacon, Illinois** Annual Pot Luck Supper at Marshall County Airport at 6:00pm. Bring a covered dish and table service.

**May 21st thru 23rd – Sterling-Rock Falls, Illinois**  
30th Annual Ill-nines Air Derby and 1st Annual Air Rally, at Whiteside County Airport. Contact: Mary Pancsyszyn at 847/729-1309 or 1505 Sequoia Trail, Glen View, Illinois 60025.

### 1999 Chapter 563 Officers

President: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729

Vice President: Joe Rex, 295 E. Lucille St., East Peoria, IL 61611, Ph. 694-3792 e-mail jfr@ix.netcom.com

Treasurer: Ron Wright, 616 Kerfoot, East Peoria, IL. 61611, Ph. 694-1527 e-mail wright.ronald1@mcleodusa.net

Secretary: Morrie Caudill, 600 W. Melbourne Avenue, Peoria, IL. 61604, Ph. 685-8547

Newsletter Editor: Dennis Mellen, 2333 N. Ellis St, Peoria, IL. 61604, Ph. 682-7890 e-mail dennis.mellen@mcleodusa.net

At Large Board Member: Bill Mathis, 1408 W. Holly Hedges Dr., Peoria, IL. 61614, Ph. 693-6113

Technical Advisor: Al Lurie, 605 E. Armstrong Avenue, Peoria, IL. 61603, Ph. 682-1674

Young Eagles Coordinator: Joe Rex, 295 E. Lucille St., East Peoria, IL 61611, Ph. 694-3792 e-mail jfr@ix.netcom.com

Flight Advisor: Jim Hannemann, 1404 Miller Street, Washington, IL. 61571, Ph. 444-4062

Flight Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729

Flight Advisor: Ron Wright, 616 Kerfoot, East Peoria, IL. 61611, Ph. 694-1527 e-mail wright.ronald1@mcleodusa.net