

Illinois Valley Beacon

July 1999

Volume 6 Issue 7

Breakfast Saturday, July 3rd. at our hangar at Mt. Hawley Airport, around 8:00 AM. If your around on the 4th of July weekend, come join good friends for breakfast! See you Saturday!

July Meeting We will assemble on Wednesday, the 14th, at 7:00 p.m. in our Chapter Hangar at Mt. Hawley Airport.

Our program is uncertain at press time. We hope to have Congressman Ray LaHood as our guest speaker. He will be home from Washington while Congress is in recess.

Last Month We met on Wednesday, June 9th at 7:00 p.m. in our Chapter Hangar at Mt. Hawley Airport.

Wings Weekend '99 The Ninth Annual WINGS Fly-In Weekend will take place July 9th thru the 11th, at the Coles County Airport (MTO). Participants will have the unique opportunity to receive **three hours** of free dual flight instruction, a minimum of one hour of ground safety seminars and complete their Federal Aviation Administration (FAA) WINGS pilot proficiency program in one weekend. Volunteer flight instructors will be donating their professional services for the enhancement of aviation safety.

The FAA WINGS program is a safety program that stresses recurrent training for all pilots. Completing the requirements for the WINGS program **will meet the requirements of a Biennial Flights Review (BFR)**. Pilots in the program will be encouraged to attend as many safety courses as possible, which will cover a diversity of topics.

Registration starts at the airport hangar at 8:00 a.m. on Friday, July 9th and Ground Safety Seminars continue throughout the weekend. This event is sponsored by the FAA, Springfield, IL FSDO, the Illinois Department of Transportation, Division of Aeronautics, the Coles County Airport Authority, the AVEMCO Insurance Company and Central Illinois Air Corporation. For further information about **Wings Weekend '99**, contact John Blohm at 217/744-1910 or Dale Rust at 217/524-5269.

We've finally moved Just want you all to know, we have finally moved into our house. The new address and phone number are: 15650 E. El Lago Blvd., Fountain Hills, AZ 85268, Ph: 480-837-6510

Keep in touch, we enjoy hearing from you all.

Brian and Jean Briggerman

CESSNA 100-SERIES AD CALLS FOR SIMPLE RECORDS INSPECTION...

Cessna shipped out about 30 faulty replacement fuel-selector valves during 1998 and the first part of 1999. Only problem is that they don't know on which aircraft they have been installed. The bad valves, which are used on a number of 100-series Cessnas, have a defective cam that allows fuel flow from only one tank when the selector is in the BOTH position. Both a Cessna Service Bulletin and an FAA AD are in the works. Fortunately, the FAA will allow the owner/operator/pilot to comply with the AD by checking the maintenance records of the aircraft. From AVflash 5.23

WHO SAYS YOU CAN NEVER FIND A PARKING PLACE AT THE MALL?

Finding a spot for his Piper Cherokee didn't seem to be a problem for Chris Schubert when he made a successful forced landing in the Marketplace Mall parking lot near Rochester, N.Y., last week. Schubert was heading to the Greater Rochester International Airport when his engine quit and he opted for the nice expanse of blacktop at the mall. Ironically, the spot where the plane landed was an airport before the mall was built. From AVflash 5.23

BAGGAGE HANDLER TRAVELS CARGO CLASS:

A Delta Air Lines flight turned around shortly after takeoff last Thursday after a flight attendant heard banging from the cargo compartment. Emergency workers met the plane as it landed in Cleveland and examined the stowaway, who was none the worse for his trip in the compartment, which is pressurized and heated. Let's hope this doesn't give Delta any ideas about a new class of no-frills service. From AVflash 5.23

NO ONE BOTHERS ME DURING LUNCH BREAK, UNDERSTAND?

A British Regional Airlines flight carrying 55 passengers had to circle the Western Isles of Scotland for half an hour recently because the lone controller was on her lunch break. Airport officials confirmed that the controller was having lunch, but said national air traffic rules forbid any controller from working more than two hours before taking a break. From AVflash 5.23

CHANGES TO MT. MCKINLEY FLIGHT PROCEDURES:

Any pilots lucky enough to be flying to the beautiful state of Alaska this

summer should be aware of changes in voluntary flight procedures near Mt. McKinley. For further information, Alaska-bound pilots can contact Stan Steck, ranger/pilot, Denali National Park, at 907-683-9526. From AVflash 5.23

FUEL, CHECK; CONTROLS, CHECK; DNA, CHECK:

For those who like to be prepared for anything, GeneLink Inc., of Margate, N.J., offers its services to possible victims of future aircraft accidents. For a small fee, the company will put a sample of your DNA in storage for later use in personal identification. We suppose whether this whole thing is a good idea depends on if you are an optimist or a pessimist. From AVflash 5.23

FAA PROPOSES NEW COMBINED AD FOR CHAMPS:

The FAA last week decided an issue affecting owners of American Champion Aircraft Company 7-, 8-, and 11-series planes. The agency withdrew an AD it floated in 1997 and proposed a new one incorporating alternate methods for compliance on wing-spar inspections, including a requirement that inspection holes be cut into the underside of the wing. AVflash 5.23

PASS THE VIAGRA, AOPA SAYS FAA NEEDS HELP...

On the heels of what many would call the FAA's abandonment of GA pilots in Austin, Texas, AOPA prez Phil Boyer went to Washington to blast the feds' neglect of GA airports. Boyer didn't pull any punches, calling the FAA "woefully impotent" during a meeting of the House aviation subcommittee. Boyer is not alone -- a recent General Accounting Office study exposed a string of inappropriate and sometimes illegal uses of airport land. From AVflash 5.24

...FINDING THE WILL TO USE THE TOOLS...

The FAA has enforcement tools at its disposal, AOPA says ... it simply needs to find the will to use them. GAO recommendations include improving compliance oversight and formalizing a relationship with AOPA to enhance third-party scrutiny of GA airports. Boyer is asking that the agency conduct on-site compliance inspections of all airports that receive federal funds. From AVflash 5.24

...AS ALPHABETS WEIGH IN, STRESS FUNDING, GA PROTECTION

Other GA advocates were on Capitol Hill, too. General Aviation Manufacturers Association (GAMA) president Ed Bolen told members of the House aviation subcommittee, "The sad fact is that in the past 25 years, our nation has lost almost 23 percent of its GA airports." National Air Transportation Association (NATA) Chairman Charlie Priester echoed GAMA's warning. Priester says of the 3,300 airports that serve the turbine aircraft community, 655 face organized groups attempting to impose restrictions or close them entirely. From AVflash 5.24

CHARTING SOME WAC-KY MONEY

"Found" money is a wonderful thing. There's just nothing like looking down and seeing a ten-spot wedged under the toe of your Thom McAns. Something similar has apparently happened at the Departments of Commerce and Transportation, as they now report they have the money needed to continue printing up-to-date world aeronautical charts (WACs) and hold off on price increases. The "found" money is only enough for this year, though. AVflash 5.24

NAVCANADA, CONTROLLERS: A DONE DEAL?

Canadian air traffic controllers, who have been without a contract for nearly two years, now are close to one. NavCanada has offered its 2,200 controllers what amounts to a 30 percent raise. CATCA chief negotiator Fazal Bhimji is still not completely happy with workload fatigue and safety issues. The tentative agreement now goes to the rank and file for ratification. From AVflash 5.24

STUPID CFI TRICKS:

The FAA encourages CFIs to train their students to deal with distractions, but you can take a good thing too far. For example, we offer an Arlington, Texas, CFI described in a recent FAA prelim. The instructor, the report says, distracted his student, unbuckled the student's seat belt, then put a high negative G-load on the Cessna 152. The student was slammed into the roof of the plane and knocked unconscious. The student's legs then briefly got in the CFI's way as he tried to regain control of the aircraft. When the student awoke, he asked the instructor to return to the airport and then drove himself to the hospital, where he was diagnosed with an injury to the neck. One can only guess what that CFI was thinking. From AVflash 5.24

TCM CRANKSHAFT UPDATE:

Teledyne Continental Motors tells AVweb that it has now inspected more than 2,200 of 3,000 affected engines for signs of crankshaft damage. The failure rate remains at about 13 percent. Anyone in need of an inspection who has not yet contacted TCM can call toll-free, 1-888-200-7565, or complete the online contact form at <http://www.tcmink.com/form.html>. From AVflash 5.24

FAA LAWYERS SEEK UNION REPRESENTATION:

The FAA's lawyers, expressing fear that they won't get their share of the big salary increases coming for unions and management, have taken the unprecedented step of voting to join a union. The Office of Chief Counsel said the decision follows a June 7 announcement by FAA Administrator Jane Garvey that a new compensation system would be imposed on all FAA employees who are not part of a bargaining unit. In the words of one FAA lawyer, "That's the way the system works." From AVflash 5.24

TEXAS TEEN TAKES WING:

A 16-year-old runaway from a Texas youth home, who had two hours of informal flight training and some computer game

time, swiped a plane in Georgetown, Texas, and took off with a friend in tow. The youngster managed two pretty takeoffs and landings before police caught up with him. A witness said he heard the runaway pilot radio for wind direction and traffic, and saw him make a smooth landing. Both kids were finally nabbed in a fast food restaurant in Brownwood, Texas, 160 miles later. From AVflash 5.24

NO FIB, THESE THINGS WORK!

Delta Air Lines got to see how its new defibrillators work last week. An AVweb reader who also happens to be a Delta captain told us one of their own flight attendants collapsed on a flight out of SLC, and became the first person in the company's very brief defib history to be defibrillated successfully. From AVflash 5.24

NOT EXACTLY AIR FORCE ONE, IS IT?

Peruvian President Alberto Fujimori was traveling incognito on American Airlines last week when they had the "impertinence" to downgrade his seat from first class to economy class -- an experience he compared to a "minibus trip" -- and his whole country is an uproar over it. Fujimori says the incident showed a lack of respect for him and his country. AA issued a formal apology. From AVflash 5.24

CONCORDE MAKES EMERGENCY LANDING:

No Concorde has ever been involved in an accident, so an emergency landing is news. The pilot of a flight from JFK to Heathrow called an emergency over fears that suspected hydraulic problems might affect ground steering. The flight landed safely with no problems. Not only did the plane arrive 15 minutes early; the company is offering all those on board a free Concorde round trip, NYC-London, for any "inconvenience" they might have suffered. Count us in on the next Concorde emergency. From AVflash 5.24

VIRGIN IN NAME ONLY:

Virgin Atlantic Airways just keeps coming up with, well, innovations. Now, the airline is going to begin offering double beds to couples in business class. What business these couples will be conducting we can only imagine. Owner Richard Branson promises that solid screens can be drawn around the beds that will ensure no eavesdropping. From AVflash 5.24

TOUGHER REPAIR STATION RULES COULD HURT SMALL SHOPS

An FAA crackdown on small repair stations could cause many of them to go out of business, according to the National Air Transportation Association (NATA). Under the Notice of Proposed Rulemaking (NPRM), repair stations -- no matter the size -- must publish detailed manuals, institute an FAA-approved training program, and be held responsible for maintenance done by contractors. NATA supports separate rules for stations that serve smaller aircraft. From AVflash 5.25

CIRRUS HIKES PRICE, PROCRASTINATORS PAY MORE

If you've been seriously considering buying an SR20, get up from the computer right now and kick yourself in the pants. Cirrus Design has just raised the SR20's standard price to \$179,400, up from a mere \$159,600. From AVflash 5.24

REPORT ON CIRRUS CRASH YIELDS SOME ANSWERS...

An NTSB advisory on the crash of a Cirrus Design SR20 sheds more light on what may have gone wrong. On March 23, test pilot Scott Anderson was killed and a production prototype destroyed in a crash near the Duluth, Minn., airport. The NTSB found scratch and rub marks on the upper surface of the right wing skin and corresponding marks on the leading edge of the right aileron. Static testing on other Cirrus SR20 prototypes revealed that it is possible for the leading edge of the aileron to become jammed against the wing when the aileron is deflected downward and the wing is flexed upward to its maximum design limit. From AVflash 5.25

...AND CIRRUS IS QUICK TO FIX

Cirrus Design responded to the NTSB findings by retesting and analyzing the control system. The company then modified the leading edges of the ailerons and elevator, expanded the clearance for the control surfaces, and made several other changes. Two SR20s outfitted with the mods are being tested now, and Cirrus is confident the changes will clear the way for them to begin delivering planes to customers. From AVflash 5.25

ZTL ARTCC "KINDER, GENTLER" FACILITY

Several weeks ago, AVweb spilled the beans about a program at Atlanta Center (ZTL) called "Catch A Bad Altitude," which controllers quickly renamed "Catch A Bad Attitude." Controllers who caught a bad altitude readback could win gift certificates -- fine with us -- but then ZTL planned to send a tape of the incorrect readback to the pilot's airline, which could have led to serious trouble for the pilot. ZTL Air Traffic Manager Mark Ward tells AVweb that the program has been amended. "We will not be making tapes of individual readbacks nor sending this information to the individual airlines," he said. From AVflash 5.25

FAA ON GPS, ASAP

Agency response to a story AVweb first reported in May has prompted retraining for some FAA controller/flight service personnel. On May 3, we told you of an FAA request that pilots pass along information about GPS outages to ATC or FSS. But when pilots tried to file reports, ATC and FSS workers weren't sure how to handle them. AVweb fired off a series of letters to FAA Administrator Jane Garvey, and this week received a reply from Stanley Rivers, the FAA's director of airway facilities. Rivers tells us the FAA is conducting a complete retraining program for ATC and FSS, highlighting the directives for reporting the GPS anomalies. AVflash 5.25

LOPRESTI FIRES BACK, FILES

COUNTERSUIT AGAINST AVIAT LAL'S

Sun 'n Fun was anything but fun for LoPresti Speed Merchant owner Roy LoPresti, as you'll remember. During the aviation event, LoPresti was served with a lawsuit courtesy of Aviat President Stu Horne over ownership of the "Swift" name. LoPresti is now suing Horne, claiming that Aviat may have acquired proprietary LoPresti Piper parts in a "questionable" sale. From AVflash 5.25

CREW REST ENFORCED; CHARTERS TARGETED, TOO:

The FAA has given the airline industry until December 12 to comply with existing crew rest rules or face the music in a crackdown apparently spurred by the June 1 crash of AA Flight 1420 in Little Rock, Ark. While airline pilots may be pleased with the crackdown, NATA is not, claiming that Part 135 charter carriers are being lumped in with the airlines, and that the costs of compliance could force many out of business. AVflash 5.25

SINGING THE INSURANCE BLUES:

Just in case you ever wonder why your airplane insurance is so high, comes now this story about a private-rated M.D. who was flying his brand-spanking-new PA-28-181 home to Palo Alto, Calif., from the factory at Lakeland, Fla. The New Piper was more than four hours into its delivery flight when the law of supply and demand caught up with it. The Archer suffered major damage, but the flying doc was uninjured. Investigators found eight ounces of fuel still in the plane. From AVflash 5.25

REPORTS SURFACE OF PIPER AZTEC IN-FLIGHT DOOR OPENINGS

AVweb has learned of two recent incidents in which the cabin door on Piper Aztecs inadvertently opened in flight, leading to some scary moments and control problems before the pilots managed to land safely. A search of the NTSB database revealed eight accidents involving open doors in Aztecs. AVweb takes this opportunity to suggest that Aztec pilots verify the door is closed and LOCKED, and review handbook procedures for coping with an open door in flight. From AVflash 5.26

FAA TO ALLOW EXEMPTIONS TO DRUG TESTS FOR CHARITY FLIGHTS

In a nod to common sense, FAA Administrator Jane Garvey informed AOPA last week that pilots will be able to apply for exemptions to required drug-testing programs when a "commercial flight" involves only local sightseeing rides at charity events. To help expedite the process, the FAA said it will allow individual exemption requests by fax. From AVflash 5.26

"YOU'RE CLEARED TO LAND, GOOD BUDDY":

Many a trucker has been lauded as a Good Samaritan for helping a stranded motorist, but this is the first we've heard of a big-rig driver helping a pilot in trouble. An anonymous trucker in Los Angeles noticed a Cessna 150

with a rough-running engine circling over Interstate 5, and promptly turned his 18-wheeler around to block two lanes of busy traffic, making room for the 150 to land successfully. From AVflash 5.26

CESSNA 402 ALSO HITS THE ROAD:

Only a few days later, and not far away, a Cessna 402 touched down at an intersection in Van Nuys, Calif., between a pair of school buses, ripping off the tip tanks and wrecking the front ends of the buses before rolling to a stop. There were minor injuries to one of the bus drivers, but the pilot and schoolchildren emerged unscathed from the close call. From AVflash 5.26

BUT I WAS JUST PRACTICING TOUCH -AND-GOES!

The pilot of an Avenza Boeing 727 with 110 passengers aboard tried to land at the wrong airport in Ecuador last week. The 727 touched down briefly before the pilot noticed the quickly approaching ravine at the end of the short runway and firewalled the engines to climb out. The pilot then got his bearings and flew to the correct destination 25 miles away. From AVflash 5.26

PROPER LEANING IS GOOD, BUT FREE AVGAS IS BETTER:

Cessna Aircraft announced an incentive to buyers that provides a \$5,000 fuel credit on new Cessna 182 Skylanes delivered on or before August 28. Cessna said that for the average pilot this should amount to free fuel for about two years of flying. And if you're lucky, your approving spouse will exclaim, "Go for it, honey -- now we can fly to visit my mother more often!" From AVflash 5.26

BLUE ANGELS HANKY-PANKY:

The 1999 airshow season has not gotten off to a good start for the military flight demonstration teams. First the Air Force Thunderbirds suffered a "bump and grind" incident between two F-16s at a Florida show in April, and now Blue Angel No. 2 has had his wings clipped for allegedly fraternizing with a female member of the support crew. The Navy team tapped a former Blues member to replace the grounded F-18 pilot. From AVflash 5.26

HARLEY RIDERS ENJOY CHOPPER RIDES, TOO:

AOPA warned the city of Sturgis, S.D., last week that it cannot regulate helicopter sightseeing flights during the world-famous Black Hills Harley-Davidson motorcycle rally. AOPA gently reminded the city that only the FAA can regulate airspace. Besides, who wants to be the one to tell the rider of a big chopped hog that he can't take his annual helicopter ride? From AVflash 5.26

CFI REFRESHER CLINIC REGISTRATION NOW ONLINE:

In another example of how the Web can make our lives a little easier, AOPA is offering online registration for its Air Safety Foundation instructor

refresher clinics. By surfing to <<http://www.aopa.org/asf>>, instructors can find the nearest weekend AOPA Flight Instructor Refresher Clinic and register to attend. From AVflash 5.26

TIE THOSE KANGAROOS DOWN,

MATE: An AVweb reader passed on a supposedly true story about killer kangaroos running amuck Down Under. It seems the defense department there has been working on some nifty virtual reality simulators to train pilots of armed reconnaissance helicopters. Wanting to include kangaroos, which can give away a helicopter's position, the programmers "borrowed" some code that had originally been used to model infantry. When they demonstrated the simulation to some visiting Americans, the hotshot pilots buzzed the 'roos and watched them scatter -- then gaped as the kangaroos ducked around a hill and launched Stinger missiles at the hapless chopper. From AVflash 5.26

MEETING PLANNED TO AIR CAP- USAF DIFFERENCES:

In another effort to get the Air Force and the CAP to play nicely together, Senator Tom Harkin (D-IA) has called for a meeting this week between officials from both sides. The Air Force isn't too optimistic the meeting will accomplish anything, saying it would rather just wait for next year's results from federal investigations. From AVflash 5.26

SHORT FINAL...

· Kids, ya gotta love 'em! From our "out of the mouths of babes" file...

** One 10-year-old girl in a crowd of Young Eagles wanted to look at the aircraft's instrument panel. While standing in awe, she turned to her classmates and said, "If we want to be pilots, we are going to have to stay in school a long time. Do you see all these clocks up here?"

** We had just completed a flight in a commercial airliner from Chicago to Cedar Rapids, Iowa. The aircraft had taxied to the gate and the engines shut down. Everyone in the now-quiet aircraft was waiting for the seatbelt light to extinguish when my 4-year-old brother's voice called out, "But, Dad! We didn't drop any bombs!"

** When told that his mother had just soloed a sailplane, our son's impertinent reply was, "I knew she was taking lessons, but I didn't think she was learning anything." From AVflash 5.23

· Sometimes it pays to know the local fixes, as this reader relates. When departing Oakland, Calif., last week I asked the controller for the "bay tour," a flight over the bay, the Golden Gate Bridge, etc. I was instructed to "fly over and follow the Nimitz."

After two calls from controllers to again follow the

Nimitz, I confessed that I couldn't find the Nimitz. The controller responded that the Nimitz Freeway was off my right wing. That explained it: I had been looking for the aircraft carrier. From AVflash 5.24

· We wonder how many of today's captains started this way... When I told my niece that I had built a kitplane and was flying it, she asked, "May I come with you one day?"

Hoping for a wonderful line on how nice the earth looks from above or something of the kind, I replied, "Sure, but WHY do you want to come fly with me?"

Her answer: "To get a free orange juice on board." From AVflash 5.25

· A pilot friend recently took his 5-year-old son for the boy's first airplane flight, in a Cessna 172. The little passenger, although serious during the flight, thoroughly enjoyed the brief sightseeing tour over some local landmarks.

When they returned home, the boy's grandmother asked him what part of the flight he liked best. He replied, "The rubber snakes they put on the plane to keep the birds away." From AVflash 5.26

You're Not Old Unless You Can Remember:

Being sent to the drugstore to test vacuum tubes for the TV. When Kool-Aid was the only other drink for kids, other than milk and Sodas. When there were only 2 types of sneakers for boys, & girls wouldn't wear them. When boys couldn't wear anything but leather shoes to school. When it took five minutes for the TV to warm up. When nearly everyone's parents smoked. When all your friends got their hair cut at the kitchen table. When nearly everyone's mom was at home when the kids got there. When nobody owned a pure-bred dog. When a dime was a decent allowance, and a quarter a huge bonus. When you'd reach into a muddy gutter for a penny. When girls neither dated nor kissed until late high school, if then. When your mom wore nylons that came in two pieces. When all your teachers wore either neckties or had their hair done, every day. When you got your windshield cleaned, oil checked, and gas pumped, without asking... for free, every time. When any parent could discipline any kid, or feed him, or use him to carry groceries, and nobody, not even the kid, thought a thing of it. When it was considered a great privilege to be taken out to dinner at a real restaurant with your parents. When schools threatened to keep kids back a grade if they failed - and actually did it.

Calendar

July 3rd thru 5th — Cahokia, Illinois

Fair St. Louis Airshow at St. Louis Downtown Parks Airport. Contact: 618/337-6060.

July 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.

JULY 4th -- Monmouth, Illinois

Monmouth Flying Club Fly-In Breakfast. Contact: 309/734-7662.

July 7th thru 11th — Arlington, Washington

Northwest EAA Regional Fly-In, at Arlington Airport. Contact: Barbara Lawrence-Tolbert, 360/435-5857, or www.nweaa.org/nweaa/.

July 24th and 25th — Dayton, Ohio

United States Air and Trade Show.

July 28th thru August 3rd — Oshkosh, Wisconsin

47th Annual EAA Fly-In "AirVenture Oshkosh" at Wittman Regional Airport. Contact: 920/426-4800.

August 1st — 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 5th — 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 16th thru 19th — Reno, Nevada

Reno Air Races.

September 18th and 19th — Sterling-Rock Falls, Illinois

North Central EAA Old Fashioned Fly-In.

October 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.

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