



Illinois Valley Beacon

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Chapter 563

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Breakfast

Saturday, June 2nd. at our hangar at Mt. Hawley Airport, beginning around 8:00 AM. A short business meeting will be held after breakfast. Dave Wilson of Galesburg will fly his recently completed RV-8 over for breakfast.

See you Saturday!



June

Our next Chapter speaker/program meeting will be on the second Thursday of the month, June 14th. at 7:00 p.m. at our Chapter Hangar.

The Seventh Annual EAA Chapter Book and Video Sale is currently underway until June 30, 2001. The EAA is offering a 50% discount on any item in the Book/Video Catalog. This is an exclusive offer for EAA Chapters.

The Book/Video Catalog will be available at both the Saturday, June 2nd. breakfast and the Thursday, June 14th. program meeting. Oshkosh will accept only one order for the entire Chapter. Be sure to place your order with Chapter Treasurer Morrie Caudill before the deadline.

Last Month

Our Chapter business meeting was held after breakfast on Saturday, May 5th, at our Chapter Hangar. The meeting was chaired by President Dennis Mellen. Approximately fifteen members and guests were present.

We discussed the problem of Chapter officers. Both President Dennis Mellen and Vice President Ric Woldow often travel and are not available during the week.

It was decided that the Chapter would meet twice a month. There will be a business meeting after breakfast on the first Saturday of each month and a speaker/program meeting on the second Thursday evening of each month.

INTERNATIONAL YOUNG EAGLES DAY

Young people around the world will again have the opportunity to "take to the air" on Saturday, June 9, as the EAA Aviation Foundation hosts its eighth annual *International Young Eagles Day*. The event, the most ambitious, internationally coordinated effort held in conjunction with the Foundation's "Young Eagles Program" each year, seeks to introduce thousands of kids to the world of flight on that day.



EAA LEARNS OF NEW POLICIES PENDING FOR CANADIAN HOMEBUILTS If a new proposed policy is approved by Transport Canada, American-built homebuilt

airplanes will soon be eligible to be imported into Canada for sale, according to Herb Cunningham of the EAA Canadian Council and Chairman of the Canadian Owners and Pilots Association.

According to Cunningham, a revised amateur-built certification policy has been written and submitted to TC for approval, and that approval could come as soon as June.

According to the Notice of Proposed Amendment regarding amateur-built aircraft:

(12) An applicant for a special Certificate of Airworthiness (C of A) – Recreational in respect of an amateur-built aircraft shall provide the Minister with a signed and dated declaration containing the following information:

- a. the identity of the builder;
- b. the identity of any persons who received financial compensation for the construction of the aircraft or any part of the aircraft; and
- c. an acknowledgement of complete responsibility for the design, materials and methods of construction of the aircraft.

There is no longer a "51 Percent Rule." EAA will include more details on Canadian developments as they become available.

"SCRAMJET" READY TO FLY SOON

[NASA's scramjet-powered hypersonic X-43](#) is on track to make its first free flight in less than two weeks, the New York Times reported Monday. The 18-month-long series of test launches involving three X-43As will start June 2, based out of Edwards Air Force Base, Calif. The unmanned aircraft will be mounted on the nose of a rocket for its initial launch to the edge of the atmosphere. The X-43 will then be set free and hurtle across the Pacific Ocean for a short flight at speeds approaching 5,000 miles per hour -- about Mach 7.

"This flight will make aviation history," Joel Sitz, NASA's X-43 project manager, told the Times. We can't argue with that assessment.

The scramjet is a blending of conventional turbojet and rocket technologies that may someday enable globetrotters to reach their destination anywhere in the world in less than two hours.



The technology may also lead to much lower costs for missions into outer space.

NASA is currently planning to start testing three hypersonic test vehicles starting June 2: The first two X-43s will aim for Mach 7, while the third aircraft is expected to reach Mach 10. Engineers hope to break the previous speed record of a hypersonic aircraft -- the X-15, which was rocket-powered and reached Mach 6.7 in October 1967.

Researchers have been developing scramjet technology for 40 years. The technology is currently used in some military missiles, but developing an aircraft has proven much more complex.

Initially, researchers did not believe that hypersonic engines could produce enough thrust to overcome atmospheric drag. Design changes have since debunked that theory -- at least theoretically. We'll soon see.

FAA ADMINISTRATOR SIGNS OFF ON SPORT PILOT/LIGHT PLANE PROPOSAL EAA has learned that FAA Administrator Jane Garvey officially approved the Sport Pilot/Light Sport Airplane proposal and that final preparations are being made for its delivery to the U.S. Department of Transportation.

"It's been signed by the Administrator," said Sport Pilot Project Manager Sue Gardner on May 22. She added that final preparations are being made before it is delivered to the DOT.

Once received, the DOT will have up to 60 days to review Sport Pilot/Light Sport Airplane before forwarding it to the Office of Management and Budget, which also has up to 60 days for review.

EAA is in close contact with agency officials and will post the latest developments as they occur at <http://www.eaa.org>.

EAA PLANS SPORT PILOT CENTER AT AIRVENTURE OSHKOSH With the proposed Sport Pilot/Light Sport Airplane rule looming on the horizon, recreational aviation is poised for significant growth. Expectations are that the number of new Sport Pilots—as well as those returning to aviation—will create widespread interest in this new category of flying. Since Sport Pilot/Light Sport Airplane is still being developed by the FAA, people have a lot of questions.

What better place to find the answers than at AirVenture? Everything you ever wanted to know about Sport Pilot/Light Sport Airplane will be available at EAA's new Sport Pilot Center at AirVenture Oshkosh 2001. So don't be afraid to ask!

"EAA feels that Sport Pilot/Light Sport Airplane will create a tremendous opportunity for an entirely new group of people to get involved in aviation, and at a reasonable cost," said EAA Program Marketing Manager Ron Wagner and organizer of the Center. "That's why we've created an area at AirVenture where people can get the most current

information—firsthand from the leader in recreational aviation."

EAA staff and volunteers will be on hand throughout the convention with answers to questions regarding eligible aircraft, medical issues, pilot training requirements and instructor regulations, and all in one convenient location.

Look for the Sport Pilot Center tent near the FAA Building. Several potential sportplanes will be on display, including a two-place ultralight trainer; classic standard category aircraft; classic homebuilt; a trike; a powered parachute and possible some classic homebuilts under construction. Inside, a short Sport Pilot video will be playing continuously throughout the convention.

Manufacturers are also invited to distribute product information at the Sport Pilot Center, Wagner said. Manufacturers interested in displaying at the EAA Sport Pilot Center should contact Wagner at 920.426.6122, or emailto:rwagner@eaa.org

AirVenture Oshkosh 2001 NOTAM Available
The NOTAM (Notice to Airmen) for AirVenture Oshkosh 2001 is now available on-line from the AirVenture website as well as other locations.

One addition for arriving and departing Ultralight vehicles, the entry point into the Oshkosh airspace is at the intersection of Highway Z and Highway 26, as depicted in the NOTAM book on page 15. This intersection is 5.8 miles SSW of Oshkosh at these GPS coordinates: Lat: N 43° 54.32' Long: W 88° 36.40'

On the Web at:
<http://www.airventure.org/2001/news/notam/index>
http://www.airventure.org/2001/NOTAM_2001.pdf

The NOTAM book, designed this year by EAA staff, in partnership with FAA, outlines arrival and departure procedures in effect from July 21-30 at Wittman Regional Airport, Oshkosh. In addition to download, you can request a copy of the AirVenture NOTAM by calling EAA Membership Services at 800-564-6322, or from one of the following FAA Flight Service Stations:

AFSS	Phone Number
Cleveland	216-267-3250
Dayton	937-898-1935
Grand Forks	701-772-7489
Green Bay	920-431-5900
Huron	605-352-7223
Princeton	612-389-7100
Kankakee	815-935-5071
Lansing	517-886-9647
Terre Haute	812-877-7770
Riverside	909-351-3020
Rancho Murieta	916-354-0161
Seattle	206-764-6606
Fort Worth	817-740-3100
Williamsport	570-368-1022
Saint Petersburg	727-539-7491

Those in Canada should call TC, General Aviation, at 613-990-1022. Questions regarding NOTAM arrival or departure procedures should be referred to Irv Siegel, FAA, at 414-489-2193, or Mark Forss, EAA Aviation Information Services, 888-322-4636, extension 6588.

MANY TECHNICAL COUNSELORS RECEPTIVE TO EAA VOLUNTEER DAR PLAN: SURVEY Close to half of EAA Technical Counselors who responded to a recent EAA survey expressed interest in serving as volunteer Designated Airworthiness Representatives (DARs) to help with the inspection of amateur-built aircraft.

EAA's Government and Industry Relations sent the survey to nearly 900 EAA Technical Counselors in the U.S. Twenty-five percent of the respondents (A & Ps who have built an aircraft) said they definitely *would* volunteer to be a DAR, while 19 percent of respondents said they *may* volunteer to be a DAR. 52 percent of respondents hold an A & P certificate and 80 percent of respondents, regardless of qualifications, want to be an amateur-built DAR.

EAA is working with the FAA to improve amateur-built inspection services for initial certification of homebuilt aircraft. The plan would help alleviate the shortage of available DARs for certifying the increasing number of newly completed homebuilts. EAA technical Counselors will be critical to the new plan's success.

There are two advantages for the "volunteer" DAR program: The Volunteer Protection Act would help protect the volunteer DAR from liability exposure; and the Technical Counselor has traditionally been a "no-charge" service ... it's all about helping fellow amateur builders realize their dream of building and flying their own airplanes.

EAA's Government and Industry Relations Vice President Earl Lawrence stressed that this proposed solution to the DAR shortage does not replace paid DARs. "In fact, it may lead to the designation of additional for-hire DARs from the staffs of the major kit companies," he said.

However, one of the goals of the proposed program is to designate amateur-built aircraft DARs as a national resource to increase competition and hopefully control inspection costs. This would also eliminate the current restriction against DARs from performing inspections outside their local FSDO boundaries.

Volunteer DARs could also specialize in specific construction techniques like composite or fabric.

EAA continues to work with the FAA to help solve the DAR shortage for amateur-built aircraft certification. An initial meeting in December 2000 provided the general framework for the new policy and the EAA Board of Directors got behind the plan in March 2001. Lawrence said that a pilot program could be launched by January 1, 2002, and that EAA and FAA will continue to work toward that goal.

ARTIFACTS SOUGHT FOR SPECIAL PEARL HARBOR MUSEUM EXHIBIT EAA is planning an extensive AirVenture Museum exhibit later this year commemorating the 60th anniversary of the Japanese attack on Pearl Harbor.

We are looking for artifacts relating to the "infamous" December 7 event, particularly those with the phrase, **"Remember Pearl Harbor."** If you or someone you know has an item that might be appropriate, please contact Curator of Collections Ron Twellman, 920.426.5917, or e mailto:rtwellman@eaa.org

A-10 'WARTHOG' AMONG FEATURED MILITARY AIRCRAFT AT AirVenture 2001

Two Fairchild Republic A-10 "Thunderbolt II" airplanes will be among the current military aircraft on display at EAA AirVenture Oshkosh 2001, the 49th annual EAA gathering held July 24-30 at Wittman Regional Airport in Oshkosh.

These A-10s, from Barnes Air National Guard Base in Westfield, Mass., will arrive at EAA AirVenture on Friday, July 27, and depart on Monday, July 30.

During their visit, the aircraft will be parked at [Aeroshell Square](#), the showcase ramp located at the center of the event's flight line. AirVenture visitors can get an "up-close" look at the airplanes during that time.

The A-10, also known as the "Warthog" for its ungainly appearance, was the Air Force's first airplane designed strictly for close air support of ground forces. The airplane saw extensive action during Operation Desert Storm in 1991, flying more than 8,000 missions and launching 90 percent of all AGM-65 "Maverick" missiles used during the conflict.

The aircraft is also sometimes called a "flying Gatling gun" for its impressive firepower. That includes seven rotating barrels that distribute high-velocity 30mm shells, designed for anti-tank operations. While not as fast as many modern fighter jets, the A-10 gained a reputation for toughness and reliability.



at Schaumburg Regional Airport, 630-543-9213

June 2 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at Mt. Hawley Airport (3MY).

June 3 - McNABB, IL - Fly-In / Drive-In Breakfast at Harttenbauer Airport.

June 3 - DEKALB, IL - Chapter 241 37th Annual Fly-In Breakfast, 815-895-3888

June 3 - OLNEY, IL - Chapter 1304 and the Olney Area Pilots Assoc. Annual Fly-In Breakfast, rfarris@wworld.com 618-723-2594

calendar of events

June 3 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

June 17 – LACON, IL - Annual Father's Day Pancake Breakfast Fly-In at Marshall County Airport.

June 18 – LACON, IL – Annual Flight Safety Seminar at Marshall County Airport.

July 1 - McNABB, IL - Fly-In / Drive-In Breakfast at Harttenbauer Airport.

July 1 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

July 4 - MT. MORRIS, IL - Chapter 682 and Ogle County Pilots Assoc. Fly-In Breakfast, 815-732-7268

July 4 - MONMOUTH, IL – EAA Fly-In Breakfast

July 7 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at (3MY).

July 24-30 - OSHKOSH, WI - [EAA AirVenture Oshkosh 2001](#)

August 4 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at Mt. Hawley Airport (3MY).

August 5 - ADDISON, IL - Chapter 101 Young Eagle Rally

August 5 - McNABB, IL - Fly-In / Drive-In Breakfast at Harttenbauer Airport.

August 17 - 19 - OSHKOSH, WI - Ducks Unlimited Great Outdoors Festival, EAA Convention Grounds. <http://www.dugof.com> or <http://www.duck.org>.

September 1 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at Mt. Hawley Airport (3MY).

September 2 - McNABB, IL - Fly-In / Drive-In Breakfast at Harttenbauer Airport.

September 2 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

September 14-16 - WATERTOWN, WI - 17th Annual Byron Smith Memorial Midwest Stinson Reunion, 630-904-6964

September 22 - MT. VERNON, IL - Chapter 1155 5th Annual Little Egypt Fly-In/Veteran's Reunion, 618-244-3303, www.eaa1155.org

October 6 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at Mt. Hawley Airport (3MY).

October 7 - McNABB, IL - Fly-In / Drive-In Breakfast at Harttenbauer Airport.

October 7 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

November 3 – PEORIA, IL – EAA Chapter 563 first Saturday of the month breakfast in the Chapter hangar at Mt. Hawley Airport (3MY).

November 4 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

December 2 - ADDISON, IL - Chapter 101 Young Eagle Rally at Schaumburg Regional Airport, 630-543-9213

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