



Illinois Valley Beacon

January 2002

Chapter 563

Volume 9 Issue 1

MEETING Thursday, January 10th. at our hangar at Mt. Hawley Airport, beginning around 7:00 PM. **See you there!**

Christmas Holiday Banquet

Our Annual Christmas Holiday Luncheon was held on Saturday, December 8th at Fairview Farms Restaurant, Lunch was served "Family Style," with chicken, swiss steak and all the trimmings.

Our special guest was Captain Dennis Armstrong, an American Airlines pilot who was in the air in an MD80 on September 11th and was ordered to land at the nearest airport. His experience was very interesting, being told from a pilots point of view, and he received many questions about the security of the airlines since 9-11.

New Chapter Officers were elected at our business meeting on Thursday, November 8th. The following officers will serve in 2002:

President	Jerry Pilon
Vice President	Steve Bonfoey
Treasurer	Jim Hooker
Secretary	Bill Engel
Newsletter Editor	Morrie Caudill
Program Chairman	Joe Fox

NEW NEWSLETTER EDITOR

I must say a few words about the change of officers this year. I am certain that the change of officers will be mostly transparent except for the one that generates this newsletter. We all owe Dennis Mellon a vote of gratitude and a certificate of our appreciation for the terrific job he has done for the last 8 or ten years.

I don't know exactly how long he did this but I do know that it was no small job to create a newsletter every month. Just printing, folding, and mailing requires a lot of time. I have a long way to go to try to fill his shoes.

The newsletter should reflect

the interests of the chapter members and your input will be greatly appreciated.



MEMBERSHIP

Just a reminder. Dues for 2002 are due and payable to Jim Hooker, the new treasurer. The dues are \$20.00. Please use the membership application form in this newsletter. Be sure to include your EAA number and E-mail address if you have one. I am discontinuing mailing to past members who have not paid dues for a year. We do E-mail to many who are not members because we consider E-mail to be no cost to the Chapter. If any of you who receive the E-mail version wish to be dropped from the mailing contact the newsletter editor.

PROGRAM

The program Thursday night will be presented by Al Lurie. His subject will be the crash of TWA 800 in Long Island Sound last year. Al has been communicating with many others that feel they have proof that the crash was not an accident. He will present several kinds of interesting information that beg the question, "Was it an accident, or was it shot down?"



Coming up in the future are other very interesting presentations. In the near future Jack Frost will speak on Count von Zeppelin and his pursuit of the ridged air ship

from July 2, 1900 to the new 'Zeppelins' flying today. Jack has first hand knowledge after his visit to Friedrichshafen last year.

LATE BREAKING NEWS

From Av Flash 8.01

Several crashes around the U.S. over the holidays are enough to have Jack Palance growling the famous Ripley's line of the "strange, the bizarre, the unusual." Details have streamed in from the case of a runaway 1946 Aeronca Champion that we reported on last week. With engine running and pilotless, the aircraft broke the surly bonds of earth -- for about 20 miles -- then crashed. Owner Paul Clary III was doing some work on the plane near San Rafael, Calif., when his little craft got away from him. He called 9-1-1, then he and son Paul IV gave chase in a minivan. Alas, the plane that tasted freedom came to

a bad end. Though apparently taught to take off and fly, it had skipped the lessons on landing. Wreckage was discovered the next day near a dam at Lake Berryessa in Napa County.

...THIS PLANE WAS ALL WIRED UP...

A pilot who ignored the basic flying rule of "airplane minus fuel equals forced landing" lived to tell about it, as did his passenger. Thirty-one-year-old Brian Hooker of Atlanta was flying his Piper Warrior from Cleveland, Ohio to Peachtree City, Ga., when he ran out of fuel. Hooker tried to divert to Cobb County Airport, but stopped at a set of power lines instead -- about three miles from the field and less than 100 yards from a residential area. The two, plus craft, spent six hours hanging upside down while firefighters worked in freezing weather to save them. Hooker told the NTSB he had intended to refuel in Knoxville, but decided not to.

C-141S BACK IN THE SKY

The U.S. Air Force's C-141 Starlifters are back in the air today after spending part of last week on the

ground. The big birds were told to stand down after the left wing of a C-141 bound for Ramstein Air Force Base in Germany collapsed while refueling at the Memphis International Airport. Military officials ordered the fleet grounded and a team of engineers from the Warner Robins Air Logistics Center in Georgia examined the plane. The problem that caused the damage was found to be unique to it alone -- too many outside loops (sorry, kidding). "They will continue to go through in greater detail to find out what happened with the airplane," Air Mobility Command spokesman Lt. Col. Brad Peck told the Associated Press.



EAA CHAPTER 563 MEMBERSHIP REAL

NAME _____

STREET _____

CITY & ZIP _____

EAA NUMBER _____ PHONE NUMBER _____

AIRPLANE OR PROJECT _____

Please mail check for \$20.00 for 2002 dues to Chapter Treasurer - Jim Hooker, 217 N. Cloverfield Dr. Chillicothe, IL. 61523, Ph. 274-3940 hookeja@home.com

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