



Illinois Valley Beacon

October 2002

Chapter 563 Chartered in 1976

Volume 9 Issue 10

Breakfast Saturday, October 5, at the hanger. Coffee is on at 7:30. Don't forget the chili party on Sunday, October 6. See page 3.

MEETING Thursday, October 10, in our hangar at Mt. Hawley Airport, beginning around 7:00 PM. Come early. Due to security regulations, someone will be at the gate to let you in until 7:15. Refreshments provider is unknown at this time. **See you there!**

October Program

PROGRAM arranger for the October meeting is Bill Engel, who will share a few aerobatic-related thoughts. However, this is just an opening for Al Phipps, who will recollect some of his experiences in the development of the C5A aircraft.

Minutes of the September Meeting

MEETING MINUTES - SEP 12, 2002

The meeting was called to order by President Gerry Pilon and we welcomed back Dave Springer as a member. Gerry presented information on FAA-mandated changes in airport security that will affect us. First, the electric gate can no longer be left open at any time. This means that for our breakfasts and meetings someone with a card must be at the gate to admit members and guests. Those who plan to attend these functions are asked to arrive promptly to minimize inconvenience for all.

Second major change is that Young Eagles flights will now originate at the FBO instead of at our hangar, and non-participants (parents, etc) must stay behind the fence. The July meeting minutes were approved as printed in the Beacon, and the financial report by Treasurer Jim Hooker was also approved. We currently have 68 paid members.

On Sep 7 after our monthly breakfast, 39 Young Eagles were flown. The kids showed their

appreciation by providing frozen fruit cups they packed for the breakfast. A round of applause was given to two pilots who have each flown 100 YE, Sam Sisk and Joe Rex.

Linda Schumm asked to address the group about a hangar party she is planning for Mt Hawley pilots and guests. Consensus was that late afternoon on October 6 would be good. Linda will get back to us.

The evening's program was presented by Vice President Steve Bonfoey. He described his plans for an escorted flight to Alaska. His Bonanza will be one of a dozen aircraft departing from Washington state next June for a 12 day excursion. Included are hotels, maps, sightseeing, etc. It sounds like an exciting trip, and we look forward to a report upon his return

It Has Been Confirmed; Ron Wright Is Full Of Beans

Your Editor does not know the full story but Ron had an engine failure after takeoff at Canton and ended up upside down in a bean field.



Fortunately Ron escaped with bruises but the little beauty shown above suffered extensive damage. We will put Ron on the speakers list for one of the next meetings. This experience is the next level after running out of gas. Not intended to be funny. Ron and Joe Fox are both candidates for the Oily Side Up award.

Young Eagles

By M. Caudill, Coordinator

Our YE event held after the breakfast last month went very well. We, pilots Sam Sisk, Al Lurie, Gerry Peacock, and Steve Bonfoey flew 39 kids on what turned out to be a beautiful morning. The frozen fruit cups we had at breakfast were made by one of the groups of YE's that are a church group from Morton.

Two of our pilots have flown over 100 YE's to date. By my count Sam Sisk and Joe Rex have both flown 105 kids. My count for the Chapter is 1076. That number includes the kids flown by Brian Briggerman and Bill Mathis. When a member leaves the Chapter and joins another, his numbers disappear from our records.

As some of you know we had to fly the kids from the front yard of the FBO due to new safety regulations handed down from the Greater Peoria Regional Airport. The federal passenger



Number 100

screeners have taken over and the new director felt he had to tighten things up at Mt. Hawley also. From now on, till things relax, the "gate" cannot be left open for any reason and we, Chapter 563, cannot have the public down to the hanger. I was asked also to not let parents out on the ramp to take pictures of their kids in front of the airplanes. So there it is.

Northpoint personnel have been directed to not let anyone drive into the hanger area that they do not recognize as an aircraft owner or guest of an owner. *No importance is placed on being able to walk around the front, open the walkthrough gate, and cross the ramp, access the runway, fuel pumps, parked aircraft, and the hangers. My opinion is it's all smoke and mirrors. If you feel more secure after these*

changes???? Go fish.

Airports used to be public places.

NTSB Advisory

National Transportation Safety Board

Washington, DC 20594

June 4, 2002

EIGHTH UPDATE ON NTSB INVESTIGATION INTO CRASH OF AMERICAN AIRLINES FLIGHT 587

The National Transportation Safety Board today released the following updated information on its investigation of the November 12, 2001, crash of American Airlines flight 587, an Airbus A300-600, in Belle Harbor, New York, which resulted in the deaths of all 260 persons aboard and 5 persons on the ground.

Public Hearing

The Safety Board has voted to convene a public investigative hearing on the crash of flight 587. It will be held in Washington, D.C. in October. The exact dates, as well as the issues that will be discussed at the hearing, will be announced at a later time.

Vertical Stabilizer and Rudder

At NASA's Langley Research Center in Hampton, Virginia, two panels measuring approximately 6 feet long and 2.5 feet wide were removed from the vertical stabilizer from flight 587. They are the lug-to-skin transition areas for the left side forward and rear lugs. At the Safety Board's request, the Ford Motor Company has offered the use of its nondestructive evaluation laboratory, which is considered one of the most advanced laboratories using CT scanning in the world. The panels are currently at the Ford facility, located in Livonia, Michigan, undergoing CT scans to generate images of ply separations noted in earlier examinations. Most CT scanning equipment cannot accommodate the size of these panels. The scanning should continue for another week or two.

Also at Langley, seven additional coupons (samples) from undamaged areas of the stabilizer were removed for materials testing: four from the left skin, and one each from the aft spar, center spar and lower rib.

Witness Interviews (*This is the interesting part. Ed.*)

The Witness Group has received 349 accounts from eyewitnesses, either through direct interviews or through written statements. An initial summary of those statements follows:

* 52% specifically reported seeing a fire while the plane was in the air, with the fuselage being the most often cited location (22%). Other areas cited as a fire location were the left engine, or an unspecified wing.

* 8% specifically reported seeing an explosion.

* 20% specifically reported seeing no fire at all.

* 22% reported observing smoke; 20% reported no smoke.

* 18% reported observing the airplane in a right turn; another 18% reported observing the airplane in a left turn.

* 13% observed the airplane "wobbling," dipping" or in "side to side" motion.

* 74% observed the airplane descend.

* 57% reported seeing "something" separate from the airplane; 13% reported observing the right wing, left wing or an undefined wing separate; 9% specifically reported observing no parts separate. More complete observations will be published in the Witness Group's factual report when the public docket is opened on the first day of the public hearing.

NTSB Press Contact: Ted Lopatkiewicz
(202) 314-6100

Ponder This

Traditionalists are pessimistic about the future and optimists about the past.

—L. Mumford

It is better to be a nobody who accomplishes something than a somebody who accomplishes nothing.

—A. Pundit

May you live all the days of your life.

—J. Swift

EAA and Legacy Aviation are hosting a Hangar party and chili fest

We all fly out of Mt. Hawley Airport and we wave at one another as we come and go.

Isn't it about time we got to know each other?

Polish your plane, clean your hanger, open the doors and find out who else is based at Mt. Hawley.

We ask each of you to bring a bowl, cup or can of your favorite chili recipe. We're going to mix them all together and have a chili fest (it isn't as bad as it sounds).

Bring your chairs and a cooler with your favorite beverage. Side dishes, chili fixin's, bowls, spoons, and so forth will be provided

Contact person: Linda Schumm (309/359-4121) or Morrie Caudill (309/691-3613)

Date: October 6, 2002
Place: EAA Hanger at Mt. Hawley
Time: 4:00 pm—6:00 pm
(Rain or Shine)

The Season Is Ending

One of the last Air Shows on my list is the **Springfield Air Rendezvous** featuring the **Snow Birds** on **October 11-13**.

This is a Tidbit

“The quick red fox jumps over the lazy brown dog” was the sentence that won a contest in the 1930’s. There was another one that was disqualified during this period of prohibition. It was “Pack my box with five dozen liquor jugs.”

Actual Classified Adds

- FULL SIZED MATTRESS: 20yr. Warranty. Like new. Slight urine smell.
- NORDIC TRACK: \$300; Hardly used, call Chubby
- PARACHUTE FOR SALE: Never opened—used once.
- TIRED OF WORKING FOR ONLY \$9.75 PER HOUR? We offer profit sharing and flexible hours. Starting pay: \$7—\$9 per hour.
- FOR SALE BY OWNER: Complete set of Encyclopedia Britannica. 45 volumes. Excellent condition, \$1000 or best offer. No longer needed. Got married last weekend. Wife knows everything.
- FREE PUPPYS: 1/2 Cocker Spaniel; 1/2 Sneaky Neighbor’s dog.
- GEORGIA PEACHES: California grown. 89 cents lb.
- OPEN HOUSE: Body Shapers Toning Salon—Free coffee and donuts.

Fly-in Breakfasts

Jerry Pilon and I (this is your editor speaking) flew up to Hinkley, IL last Sunday the 22 to a breakfast that is put on by the De Kalb EAA Chapter.

What a beautiful little airport. They have an east/west grass strip 2440 ft. long. The grass is nice enough to be in your front yard. Breakfast was served indoors and included pancakes, sausage, and eggs any way you wanted them for \$5.

The airport was busy with parachute jumpers on the West end, gliders on the East end, and breakfasters in the middle.

A nice variety of old airplanes including round engines, flat engines, and upside down engines.

A very old military aircraft was hauling the jumpers. A twin turbine box car with a large open door in the back. They were dumping 24 jumpers out at a time. While they were flying/ dropping onto the North edge of the runway an Ag Tractor, a Stinson, and a Piper type were dragging gliders off , a few just barely cleared the corn, and turning them loose up wing. Of course they had the right of way in the pattern and that made for an interesting situation. A beautiful morning and a great show.

That’s one of the advantages of operating on a private airport. No insurance problems, no security problems, and everyone is welcome.

Keep Looking Up

2001 Chapter 563 Officers

President: Jerry Pilon, 110 WindRidge Dr., Washington, IL. 61571, Ph. 745-1139 pilongt@hotmail.com

Vice President: Steve Bonfoey, 4620 W. Heatherwood Dr. Peoria, IL. 61615, Ph. 692-6272 esteban@bwsys.net

Treasurer: Jim Hooker, 217 N. Cloverfield Dr. Chillicothe, IL. 61523, Ph. 274-3940 hookeja@mchsi.com

Secretary: Bill Engel, 7114 N. Willow Bend Pt., Peoria, IL. 61614, Ph. 691-6466 engelwk@mtco.com

Program Chairman: Joe Fox, 19 Northmoor Ct., Morton, IL. 61550, Ph. 265-5195

Newsletter Editor: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 flyvfr@bitwisesystems.com

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

Young Eagles: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 flyvfr@bitwisesystems.com

Flight Advisor: Jim Hannemann, 1404 Miller St., Washington, IL. 61571, Ph. 444-4062 hanneman1@mindspring.com

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

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