



# Illinois Valley Beacon

December 2002

Chapter 563 Chartered in 1976

Volume 9 Issue 12

**Christmas Luncheon** will be on Saturday December 7 at Fairview Farms at 12:00 noon. Good food, good speaker, good time had by all. If you do not have your reservation in **do it now.**

**Meeting-** Everyone wants to meet at the usual time on the 12th. Bring your own refreshments and Brooksbank will supply a tape of the last Oshkosh.

## It's time to think about 2003

**Chapter Dues**— December is here and the new year will soon follow. It's time to pay your dues for the new year. Chapter dues are the major income for the Chapter. Part of the hanger rent, the utilities, and the cost of publishing the news letter are supported by your dues. With the current number of members we are at the break even point for the year. The small amount of profit we make on the breakfasts makes the difference.

If you were a member in 2002, you do **not** have to provide any other information unless there has been a change. Please keep me (your editor) current with your Email address.

If you are a new member or have major changes in your mail address, telephone number, or Email address, include the new info with your dues.

**Mail or give your dues and/or new information, to Jim Hooker, Treasurer. His address is on the back of the newsletter.**

## Minutes of the November Meeting

- NOVEMBER 14 -

The meeting was called to order by President Jerry Pilon. Minutes of the October meeting were approved as printed in the Beacon. Treasurer Jim Hooker reported our balance is slightly lower than last month, but he noted that dues for next year will be coming in. Chapter dues are \$20 for the calendar year, and may be paid at any Chapter event, or may be mailed to Jim. Also, Jerry pointed out that it is a

requirement for all chapter members also to be members of EAA at the national level.

Editor Morrie Caudill reported that the next Beacon will be back to a full four pages.

Regarding Young Eagles activity, he noted that we tried an experiment with a troop of Boy Scouts who previously had received their rides. The Scouts met at the Chapter hangar with Morrie, Bill Engel, Jerry Pilon and Joe Rex on a Saturday morning for a bit of aviation education. Using printed materials and the planes in the hangar, the boys were introduced to: how an airplane flies, how to become a pilot, how to read aviation charts, career opportunities for young people, and more. We are told that this event put the kids well on their way to an Aviation Merit Badge. All agreed we should do this sort of thing more often.

Dave Cook reported that our annual Holiday luncheon will be held Saturday noon, December 7, at Fairview Farms. The fare will be chicken / swiss steak and trimmings for \$15.

**Please make your reservations !SOON! with Dave (682 6074) or (ginndave@mtco.com).**

Our speaker for that day will be Wanda Whitsitt of Champaign, who in 1981 founded Lifeline, an association of pilots who volunteer their planes and services at no charge to folks having medical needs away from home. Wanda is 73 years young, holds an instrument rating, and flies a Cherokee 180. For those who would like to assist Lifeline in its charitable efforts, we will have cute little pilot CareBears on hand for purchase.

Regarding officers for 2003, there were no nominations from the floor, so Jack Frost moved that the Committee's slate be elected by acclamation. Motion carried, resulting in: President - Jerry Pilon, Vice President - Steve Bonfoey, Secretary - Bill Engel, and Treasurer - Jim Hooker.

Jim mentioned availability of EAA calendars. We decided that if enough people

express an interest to Jim that we could order them some.

Jerry noted that the large chapter sign on the side of the hangar is gone. (It was removed due to its weathered condition). It was decided that a new sign should be installed, and Bill Engel was volunteered for the job.

No business meeting for December had been scheduled, but there was a consensus to have one anyway, on December 12, just for hangar flying, etc. You may bring the liquid refreshment of your choice. Howard Brooksbank volunteered to bring a new Oshkosh tape to watch.

The November program was presented by Linda Schumm and Rosemary Imhoff, who entertained us by relating their experiences in



women's air racing. They have competed in IlliNines and Powderpuff races, which are proficiency events, but they prefer pure speed races that are handicapped

for strictly stock production planes. The gals shared with us some secrets of their successes, on condition we never tell. They admitted they are hooked on racing and plan to continue.

## New News!

The new control tower is open at Bloomington (BMI). It's located way over on the South side of the airport property. You have to look real hard to see it from the old ramp. The last time Jerry and I were there, the security on the old ramp, in front of the restaurant was nonexistent. We parked the 150 right in front and walked right in to lunch. I suppose now they will do something to screw that up like moving the restaurant over to the new ramp so we will have to take a shuttle from parking to eat.

"Praise works on only three kinds of people: men, women, and children."  
—Anonymous

## This is the payoff for a few hours invested. Isn't it a good feeling?

Jerry Pilon  
President  
EAA Chapter 563

Dear Jerry,

Thank you for the aviation experience that your club presented to the Boy Scouts of Troop 84. The dads as well as the scouts had a wonderful time !

The following Monday, Mr. Drayer ( the navy Sky raider pilot ), quizzed the scouts on what they should have learned. Somewhat to his surprise, the scouts answered every question asked of them. My thanks to you and your chapter's members that helped with our scouts.

Sincerely,

Scott Lowery  
Scout Master Troop 84  
Tremont, Ill.

## From the desk of your Editor

This will be the last newsletter of 2002. It has been a good year for Chapter 563 and I hope for all of you.

This ends my first year as editor and I really enjoyed the opportunity to bring the Chapter news and some other lighter material to you every month.

The primary purpose of the news letter is to remind you to come to the breakfast and meeting and print the minutes of the business meeting. But there is always space left over and I try to fill it with interesting stuff. If you would like to read different stuff than the stuff I dig up, please let me know. Send an email, an advertisement, a joke, a picture, money——— the computer makes it so easy to add, delete, change, re-arrange, and color the stuff.

We, your Chapter officers, hope you have had a good year and we look forward to working with you in 2003. Happy Holidays and I'll see you at the hanger.

## Isn't She Beautiful?



This is the Glacier Girl. Ten years ago she was 200 feet below the ice. The rescue effort was amazing and here she is flying again just a couple of weeks ago. The plane is located in Middlesboro, Kentucky, not far from where my friend Stan Hohulin lives in Tennessee, and he keeps me up to date. Stan said they had an engine failure before the second flight, while still on the ground, that will set them back a little.

## Calendar of Events

December	
7	Annual Chapter Holiday Luncheon at Fairview Farms
12	Chapter 563 meeting, 7 pm
January	
4	Chapter 563 breakfast, 8 am
9	Chapter 563 meeting, 7 pm
11	Super Safety Seminar, IL State Fair grounds, Springfield, IL
18	Aviation Expo 2003, Lewis University, Romeoville, IL
February	
22	Ultralight Seminar, IL State Fair grounds, Springfield, IL

The greatest happiness you can have is knowing that you do not necessarily require happiness.

—W. Saroyan

## The AOPA Safety Foundation 2001 Nall Report

The Nall report is named for Joseph Nall, an NTSB Board member who died in an airplane accident in Caracas, Venezuela, in 1989. It is based on NTSB reports of accidents involving fixed-wing general aviation aircraft weighing less than 12,500 pounds. It's published each year as soon as enough information is filed that the conclusions reached will not be affected by ongoing reports. This report is data from the year 2000.

The information is an interesting read and points out the areas that we as pilots should pay more attention to.

I'll print a few of the statistics to give you an idea of the content. These are taken out of context and the full report should be read to give them the proper weight.

- Most accidents result from a sequence of events, as many as 20, in a single flight that directly influenced the accident.
- The GA accident rate per 100,000 flying hours is continuing a slight downward trend that began in 1994.
- The fatal accident rate had experienced a more gradual decrease over the last 16 to 17 years.
- Easily addressed accident causes and factors are mitigated through education, training, and technology. The remaining causes and factors will pose more difficult problems that require more effort and resources to solve.
- GA accident rates have always been higher than airline accident rates because GA operations involve risks that airline operations do not share. Some of the important distinctions are:
  - **Less regulation**—wider range of operations
  - **Wide variances in pilot certificate levels**—GA is the training ground for the industry
  - **Fewer cockpit resources**—Air carriers require two pilots
  - **More facilities**—GA flies to more than 15,000 landing facilities; the airlines serve only about 700.

### The Law of the Perversity of Nature:

You cannot successfully determine beforehand which side of the bread to butter.

The GA accident picture for 2000 was typical and the most common accident causes continue to be pilot related. In every form of human activity involving machinery, the hardware is invariably more

reliable than the human operator. Hardware problems can be “engineered out” but the human factor cannot be changed by just “trying harder” or adding new regulations.

## If The Name Was Covered Up, Could You Identify This Airport?

I flew all the way to Phoenix, Arizona to get these pictures. Yes, I really did. Fly to Phoenix that is. I got lucky while visiting our old friend Brian Briggerman, He has a 1959 issue of the State of Illinois Airport Directory and was good enough to copy some of the pictures for me. I will run one each month as long as they last. I was going to cover the name so you could guess a while before looking up the answer but maybe you would like to save them so I will leave the name on them.

Only 44 years ago. And that’s not dog years folks. That’s half a life time for some of us. These are often referred to as “the good old days.” No radios, no tower, 80 octane, and a VOR to be installed soon. You could have fooled me. We have come a long way in half a life time.

**BLOOMINGTON - MUNICIPAL**  
 Elevation : 877'  
 From City : 3 mi. East  
 Operator : Bloomington Aviation Sales  
 & Services  
 Manager : Parl Jacobson

Landing Pattern : Left 600'  
 Runway Surface : Concrete - Turf

Lighting : Runway NE-SW. Beacon

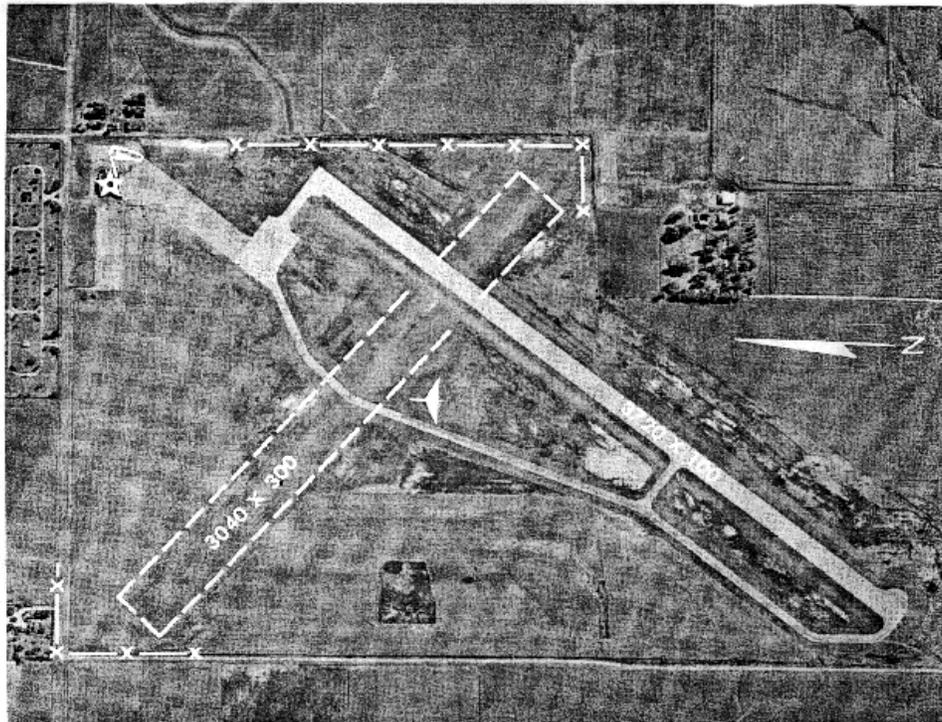
Telephone : 86060  
 Repairs : Yes  
 Fuel : 80/87, 100/130

Weather Service : Phone Peoria 7-6422  
 Ozark teletype

Meals : No  
 Remarks : Ozark Airlines  
 Unicom 122.8  
 TVOR located on field. Will be  
 commissioned approximately  
 Sept., 1960

**RADIO FACILITIES**

Facility Name:	Brng	Dist	Freq	Ident	Code
LF			(NONE)		
VOR			(NONE)		



BLOOMINGTON - MUNICIPAL

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### 2001 Chapter 563 Officers

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