



Illinois Valley Beacon

August 2003

Chapter 563 Chartered in 1976

Volume 10 Issue 8

No Breakfast- No Meeting **Instead- Due To Oshkosh** **We Will Have The** **Annual Chapter Picnic**

on Saturday, **August 9**, at John Tidwell's summer home near Fairview, ILL. See the details on another page.

Secretaries Report

MINUTES - July 10, 2003

The meeting was called to order by President Jerry Pilon. Minutes of the last meeting and the latest financial report were approved as presented.

Al Lurie alerted us to possible participation in a Young Eagles rally at Pekin airport on October 25. YE coordinator Morrie Caudill will check into this. Morrie also is working on a YE event for late July.... stay tuned.

Jerry urged members to submit an article for publication in the Beacon.... a nice trip, an interesting person you met, a show you attended, an aviation-related project.... please scratch your head and send an article to Morrie.

Jerry noted that the cabinets have arrived, but we need a good plan to arrange our kitchen equipment and other things, such as books, tapes, chapter records, etc. A volunteer is solicited to get input from the cooks and record keepers and draw up a plan for efficient use of space.

There was considerable discussion on plans for staffing when the B-17 is here next Tuesday and Wednesday. All volunteers were gratefully accepted.

Our program presenter for the evening was VP Steve Bonfoey. He and his wife, in their V35 Bonanza, met with other flying adventurers in Washington state for a trip to Alaska. On Friday the

13th (of June) thirteen planes headed into Canada. Steve and others had not flown formation before, but eventually they all got their throttles adjusted to minimize the "accordion" effect. One aircraft was refused entry at Customs, so they were down to twelve. Then their leader had an engine problem and made a forced landing (no injuries). Everyone was amazed that in a region so remote and desolate, within minutes there was help on the scene. Using other transportation, their leader caught up and then hitchhiked with various members. Some stops were Watson Lake, Whitehorse, and following Alaska Highway, Fairbanks. They ventured above the Arctic Circle, saw Denali Park and Anchorage, and stopped to fish at Homer. Adverse weather caused several deviations from plan, but Steve said he would like to do it again.

Respectfully submitted, Bill Engel,
Secretary

B-17 Report

The weather was beautiful, the Aluminum Overcast was beautiful, and everything worked out as good as can be expected given the timing.

Many thanks to the volunteers who so ably manned the souvenir trailer, the Pepsi machine and the tour stations at the bomber.

We had complete and enthusiastic cooperation from Solomon Balraj, Director of PIA, Mary DeVries, Director of Business Administration, and Sandi Gephardt, Air Trade Manager. The airport security officers were very helpful by opening the gate for the public and supplying hand held radios for emergency communications.

The CAP officers and men were there to direct the public to the proper entrance and act as our visual security force. Larry Byerly and Dean Stagers, Manager, Ground Services and Safety Director for Byerly Aviation,

outdid themselves as usual by supplying ramp space and discount fuel.

We had a few problems with the media, specifically the Journal Star. The media kits were mailed directly to the paper, radio and TV stations. I had set up an interview with two local B-17 pilots when the reporter called and left me a message that another reporter on the other side of the room had already written an article and they would not do two of them. The other guy received the media kit, called Oshkosh and interviewed someone on the phone, and wrote the article you saw in the "Q" section on Thursday which did not include any local information. We will be a little smarter next time.

Our competition was the Heart of Illinois Fair and the air show just a week before. And doing the B-17 on Tuesday and Wednesday is a chore. The bomber left Thursday morning for Aurora where it stayed till Monday morning. They had 13 flights reserved before they left here.

In the rush to pack up and clean up Thursday morning, we forgot to get an accounting of the business we did.

Soooooooooooo - What a good excuse it was to fly to Aurora. Jerry and I flew N2575J to Aurora Sunday morning. We stopped at Morris for breakfast on the way up.

You see, Jerry and I have a deal. He buys breakfast and logs the flight as pilot in command and I buy the gas. It's not difficult to work in breakfast or lunch in every flight we make and don't tell him, but I think I get the best part of that deal.

Any way, according to the list we got, and applying the percentages from the hand book, the Chapter should receive approximately \$1550.00 from the event. Not as good as three years ago but not bad for a couple days work.

By the way, Aurora Airport is very nice. It's Class D airspace but the tower has radar and handles traffic just like BMI. The B-17 was parked on the ramp which is separated from the public by a low chain link fence so while the plane was flying rides the public could be close but not on the ramp. A much better setup than we have. Maybe we should look at the other end of PIA's ramp, or the Army Guard ramp the next time. Public access could be improved and a location away from an active ramp would be easier to manage.

Calendar of Events 2003

July

29-8/4 EAA AirVenture, Oshkosh, Wis

August

3 Hartenbowers
1-4 Oshkosh
10 Breakfast, Grandpa's Farm, Mendota
17 Breakfast, Pontiac
24 Sweet corn, pork chop, Rochelle

September

1 Breakfast, Kewanee
1-7 Stearman Flyin, Galesburg
6 Stearman Daun Patrol, Canton
6 Breakfast, Decatur, IL
7 Breakfast, Hartenbowers
13 Breakfast, Taylorville
14 Breakfast, Ogle County, IL
13-14 North Central Flyin, Whiteside Co.
19-21 Springfield Air Rendezvous
20 Breakfast, Freeport, IL
21 Breakfast, Hinckley, IL
21 Breakfast, Illinois Valley
21 Annual Flyin, Meadow Creek, Monee, IL
27 Wiener Roast, Canton
27 Hanover, IND Wood, Fabric, and Tailwheels, eat "Cajun Avgas"
28 Breakfast, Zelmer Memorial (5KI), Palmyra, IL

October

5 Breakfast, Hartenbowers
11 Chilli Day, Decatur, IL
18 Fall Fest, Taylorville, IL
25 Breakfast, Mt. Vernon, IL



MAULE M-4-210-C UPGRADED ROCKET

(Received from Seve Bonfoey)

Located in Three Rivers Michigan USA, the owner, who has been flying an extremely small amount of hours, has decided to sell his IFR equipped Maule. I am assisting in this sale. The Continental IO360A engine, has only 10 hours SMOH. It was majored by Poplar Grove Airmotive, in Illinois.

Acquire an aircraft which has been upgraded and ready to fly! Times shown are through 07/10/03.

Equipment & Features List

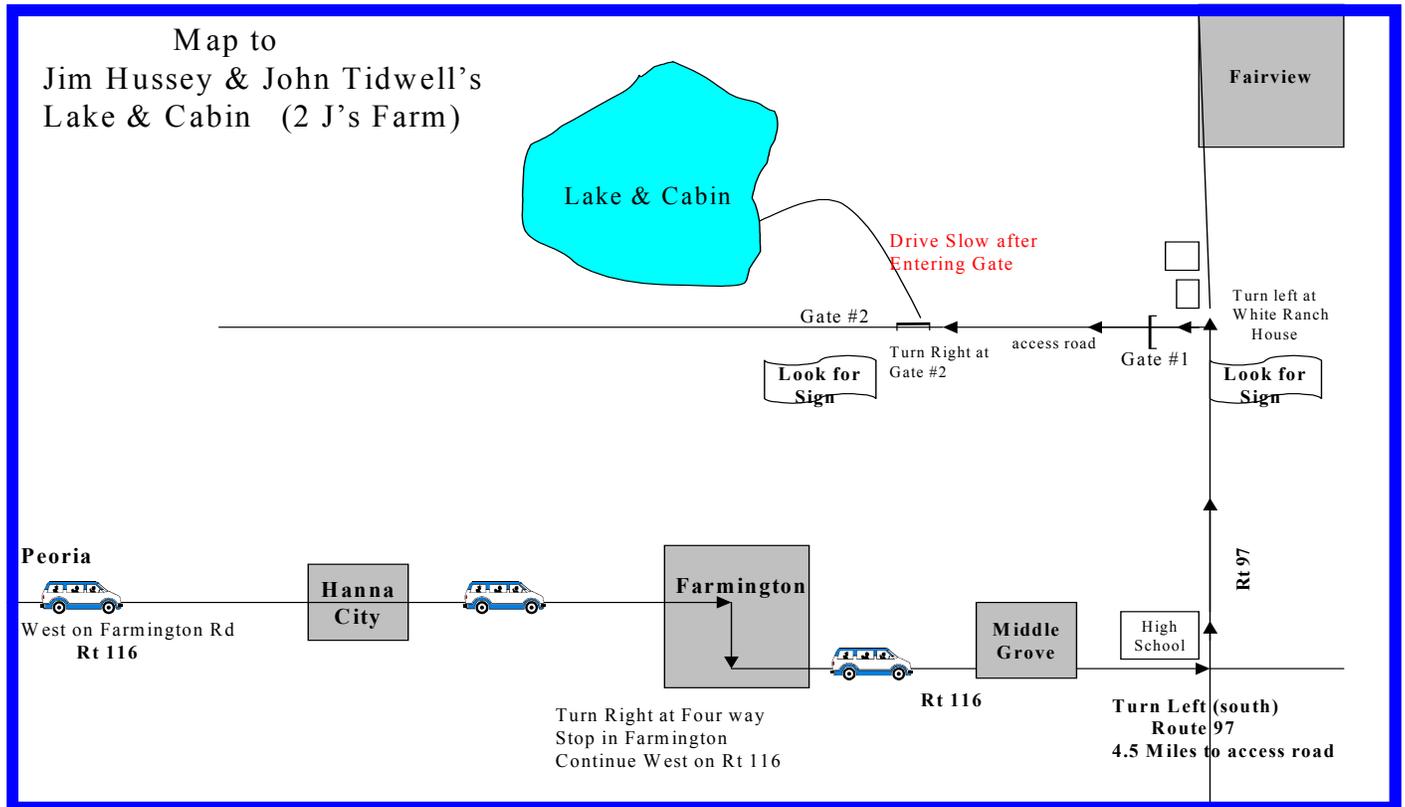
Model:	Maule M-4-210 C	Reg. Number:	N40674
Serial Number:	2179C	Year Manufactured:	1973
Year Converted:	1987	Engine:	Continental IO360A
Propeller:	McCauley Constant Speed	Aircraft time:	2263.5
Engine time:	1433.2 With 10 hours since major overhaul (Engine TBO is 1500)		
EGT:	Alcor 210-9A	Annual Due:	September 2003
Communications:	2 King X170	Navigation:	King KX170's with \ KI201C & KI201B
Loran:	Apollo 612	ADF:	King KR-85
Transponder:	King KT76	DME:	King KN60C
Marker Beacon:	King KA40 with KR-21 Receiver	Encoder:	ACK Technologies
Autopilot:	Century II	Beacon:	Grimes D-7080-1-12
Landing lights:	Dual	Wheels:	Cleveland with 8-50 X 6 Tires
Brakes:	Cleveland		
Exterior:	Basic white w/ yellow and black trim		
Glass:	Good	Tires:	Good
Fabric:	Original Fuselage and empennage. Sound with no ringworming. <u>Wings are metal</u>		
Engine Preheat	Tannis system	Doors:	2 Clear view Observer doors installed

Contact: Richard I. Ward – Forward Horizons, LLC
19684 Lakeshore Drive
Three Rivers, MI 49093 USA

Price: \$49,500

Phone & Fax 269.279.2540
Hangar Phone 269.279.7616





Don't miss the annual picnic at John Tidwells retreat. The Chapter will supply the meat and drinks and if everyone brings a cherry pie, no, that's wishful thinking on my part. If you are inclined, bring a covered dish. If you are not inclined, bring hot dogs or brats, or whatever else you want to burn on the grill.

I'm told there will be boats available, fishing, swimming, target shooting, kite flying, and just plain sitting around telling lies. After a week at Oshkosh in the sun, or maybe in the rain, it'll be nice to relax and enjoy.

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