



Illinois Valley Beacon

June 2005

Chapter 563 Chartered in 1976

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What's In The Newsletter?

Meeting dates	pg 1 & 4
The Presidents Column	pg 1
Secretary's Report	pg 1&2
Future of the BD5	pg 3
Events Calendar	pg 5

Breakfast: The breakfasts for June will be held on **June 4th and June 18th. Mark your calendars.** We will be serving pancakes and sausage from 8:00 till 9:00. Come early and stay late.

Regular Meeting:

The regular members meeting will be on the second Thursday, June 9th. The meeting will feature Adama Allomond, our local flight instructor, who will talk about the things you should know for a flight review among other things you should have remembered from those training days when you did touch and goes by the hour.

The Presidents Column

by Steve Bonfoey

I've really enjoyed the month of May. Jim Hanneman and his son were the speakers and they gave us an outstanding presentation on their experiences in Iraq and the current situation. Several members told me how much they enjoyed that meeting and asked me to pass on their comments to Jim and Curt.



The trip to Independence, Kansas took

place with twelve people in attendance and we all had a great time. Five airplanes piloted by club members made the trip. We met in Independence Monday afternoon, checked into the Apple Tree Inn, and had a very nice get-together over dinner. The next day we took an extended tour of the factory, enjoyed lunch, and returned to Peoria. The return was interesting because a low pressure system began circulating over Independence during the night. We woke up that morning to very large thunderstorms. When we left it had dissipated into intermittent rain with 6000 foot ceilings but we were flying into better weather and that gave us something to talk about. . Linda Schumm and Dewey Fitch stayed in Beaumont, Kansas at a bed and breakfast with a dirt strip and we are looking forward to their description of the town.

See you Saturday for breakfast!!

Executive Board Meeting:

There will be a meeting of the executive board on the third Thursday, June 16th.

TO: Members of EAA Chapter 563 -The chapter's Board of Directors will generally meet on the third Thursday of the month. The agenda for each meeting is the result of input from directors, and will be posted several days in advance so chapter members can decide if they would like to attend. **Meeting time and place are subject to change,** so please contact the President or Secretary beforehand.

And The Board of Directors Minutes for 19 May 05

BOARD MINUTES – 19 May 05

The meeting was scheduled for 7 p.m. in the Chapter Hangar.

PRESENT: Directors Bonfoey, Engel,

Hounshell, plus one guest.

ABSENT: Directors Caudill, Cook, Ernst, Pilon.

Because a quorum of directors was not present, no Chapter Business could be conducted.

Your Secretary Reports The Meeting Minutes for 12 May 05

MEETING MINUTES - 12 May 05

President Steve Bonfoey called the meeting to order at 7 pm in the Chapter hangar. Minutes of the April meeting were approved as printed in the Beacon. The Financial report for April was distributed by Treasurer Joe Ernst.

President Steve noted that we would not pursue the revenue from a bingo operation because it requires a commitment of members' time that is too much for us at present. He also reminded that we could still sign up for the Cessna tour later this month. Also on the calendar are hangar breakfasts on May 21 and June 4. Program presenter for the June 9 meeting will be flight instructor Adama Allmond.

Speaker for this evening was life-long aviation enthusiast and chapter member, Jim Hannemann. Jim was commissioned as a second lieutenant in the Marine Corps, where he spent ten years on active duty, flying the F4 Phantom. He then explored other aviation careers, but decided on a job with Caterpillar, while keeping his hand in aviation by joining the Army National Guard and flying helicopters.

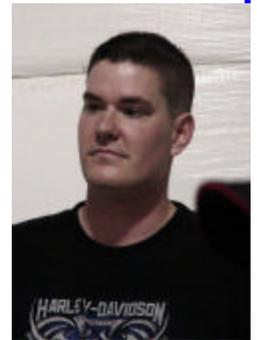
The evening's discussion centered on the year he spent in Iraq flying the Blackhawk. He described the training they went through, both in the U.S. and in the Gulf. His living conditions were not too bad, having an airconditioned room, Internet access and inexpensive phone service, but the schedule was intense: ten long days on and one



off. He flew military supplies, military brass, reporters, candy drops for Iraqi kids, entertainers for the troops, and, usually at night, insertion troops.

Conditions were usually difficult, besides the obvious one of being shot at. Temperatures ranged up to 130F, weather information was minimal, sandstorms were a threat, plus, the need to fly low and fast meant wires, towers, antennas and migrating birds were a hazard. Perhaps more damaging to helicopter operations than enemy fire were loss of visual cues while landing in clouds of dust, and flights requiring use of night vision goggles, which severely limit peripheral vision.

Jim's son, Kurt, who was in Iraq at the same time, was crew chief on a mission that was downed by enemy fire. There were some very serious crew injuries, but no fatalities, due to prompt rescue and evacuation. Kurt showed us an X-ray of the bullet still inside him, and the Purple Heart he received.



Many questions from the audience were answered. Although being in the air did not offer a lot of opportunity to mingle with Iraqis, those with whom he had contact were, contrary to typical press coverage, appreciative of American efforts. Regarding success of the tour, Jim's outfit went out with thirty helicopters and came back with thirty. He believes they set a record number of flight hours for that tour length, due to careful training and outstanding support staff.

Jim supported his discussion with projected stills and videos. There were aerial shots of dusty villages, desolate countryside, Baghdad, and military installations. Of particular interest to pilots were the tools he used for flight planning.

The evening concluded with refreshments by Kathy Hannemann and a gift from Jim. In appreciation of the support shown by the chapter and its members, Jim presented us with an American flag that had flown in Iraq. The chapter also thanked Jim and Kurt for the sacrifices they made on our behalf in the cause of freedom. Respectfully Submitted, Bill Engel, Secretary

Cessna Plant Visit

Well, the fly out trip to Independence, Kansas was a success in spite of wind and rain. Gerry Pilon and I did the trip in the C-150 and even tho it took a little longer it was a good trip. We logged 10 hours and burned 50.7 gallons of gas. I think that's more fun than logging 5 hours and burning 100 gallons of gas.

Any way, we left 3MY at about 2:00pm Monday afternoon after waiting several hours to see if the wind would die down. It didn't. It was 18 gusting to 25 when we left and it was very bumpy all the way to Quincy. It smoothed out after that and we had a fairly smooth ride all the way to Sedalia, Mo. We stopped there on the way out and back to stretch and re-fuel. We arrived in Independence about 7:00pm and Bill Hounshell was nice enough to wait for us and give us a ride to the motel in down town Independence. The whole gang was across the street in a sports bar when we joined them for a beer and a good meal.



During the night it thundered and rained, just as forecast, and it was still raining when we went to the Cessna Plant. Linda and Dewey where stuck up in Beaumont with a soft grass strip and thunder storms and decided to return to Peoria instead of flying down to Independence for the tour. Ten of us took the tour at 10:00 Tuesday morning, had lunch at the Cessna Plant, and decided to fly at 2:00 in spite of the rain. It was about 5000 and 5 when we took off, Bill Hounshell and his wife were ahead of us and Sam and Becky Sisk were behind. It didn't take long before they were all in front of us and were relaying the weather information that visibility was improving and within 75 miles we were back in the sunshine. The trip back was uneventful and we were back at 3MY about 7:30 pm.



Pictured here is the spiffy little BD-5J that you may have seen on the airshow circuit.

Our chapter now owns a partially completed BD-5A kit, and we have the delightful task of deciding what to do with it. The finished product will not be flyable for several reasons, but it will afford us some experience in building an all-metal aircraft and in modifying the design to meet its new purposes.

Should it be used to teach young people about aircraft construction? Should it hang in tempting attitude in our hangar, or be used as a windtee? Should it be used for EAA promotions in parades, or at shopping malls and airshows? Or should we just try to sell for a nice profit to some business for a decoration? Without a powertrain and other heavy innards it would be light enough for any of these.

Right after the hangar breakfast on June 18 you are invited to the initial discussion on how to proceed. We will examine the plans, drawings, etc., and some of the hardware. We will touch on Bede history and try to answer your questions. If you have any comments or suggestions please call Properties Chairman, Bill Engel at 691-6466.



Calendar of Events 2005

	<u>Breakfasts</u>	<u>Membership Meetings</u>	<u>Directors Meetings</u>
January	1 and 15	13	
February	5 and 19	10	17
March	5 and 19	10	17
April	2 and 16	14	21
May	7 and 21	12	19
June	4 and 18	9	16
July	2 and 16	14	21
August	6 and 20	11	18
September	3 and 17	8	15
October	1 and 15	13	20
November	5 and 19	10	17
December	3 and 17	8	15

Speakers/Presentations:

January - Alan Lurie (GPS)	May (Jim & Kurt Hannemann, Irac)	September
February (Niel Pobanz)	June Adama Allmond	October
March (Project Visit)	July	November
April Gerry Peacock	August Picnic	December Luncheon

Flying: Cessna Plant tour, May 24. Sun and Fun, April 12 to 18

Comments: Your Board of Directors has been working hard to improve the membership meetings by conducting as much business as possible at the Directors meeting so the membership can have more time for speakers and presentations. The Directors meetings are open to all members. We intend to fill the programs for the rest of the year in the hope that more of you will attend the membership meetings to hear the speakers. The speakers we have had so far have been excellent and deserve a larger audience. If you want to hear the business discussions, you are welcome to attend the Directors meetings on the second Thursday of each month. Come to the next meeting and hear and see what you are missing.

Fly-in Events 2005

June 5, 2005 Dekalb Fly-in breakfast
June 5th, 2005 Hartenbowers Fly-in Breakfast
June 12, 2005 Rock Falls, Pancake breakfast
June 18, 2005 Illinois Valley Air Show
June 19, 2005 Taylorville Fly-in breakfast
June 25, 2005 Jack Hollands' International Fly-in
June 25-26, 2005 Quad City Air Show

July 3, 2005 Hartenbowers Fly-in Breakfast
July 17, 2005 Taylorville Fly-in breakfast
July 25-31, 2005 EAA Airventure

Warbird Adventures' flights in Aurora,
Illinois - July 22 - September 11
You can read more about it at
www.warbirdadventures.com
If you have any questions call 585-243-4676 or
email at elizoc@frontiernet.net

August 5-7, 2005 Prairie Air Show @ Peoria
August 21, 2005 Taylorville Fly-in breakfast

September 16-18, 2005 Springfield Air Rendez-
vous
September 18, 2005 Taylorville Fly-in breakfast

October 16, 2005 Taylorville Fly-in breakfast

Future Oshkosh dates:

July 25-31, 2006
July 24-30, 2007
July 29– Aug, 4, 2008
July 27– Aug. 2, 2009
July 26– Aug. 1, 2010
July 25-31, 2011
July 23-29, 2012

**Check Out The New Web Site
for Midwest Avtech Inc.**

Click here: www.midwestavtech.com

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