



Illinois Valley Beacon

January 2007

Chapter 563 Chartered in 1976

Volume 14 Issue 1

Happy New Year

We are back on a normal schedule this month.

The first breakfast will be held on the First Saturday, the 6th of January, in the EAA Hangar from 8:00 to 10:00 am

The regular meeting will be the Second Thursday, January 11th, at the EAA Hangar at 7:00 pm. Our speaker will be Randy Africano discussing the pros and cons of buying and selling aircraft.

The Directors Meeting will be held on the Third Thursday, the 18th at the Chapter Hangar at 7:00P. All members are welcome to attend.

The second breakfast will be held on the Third Saturday, the 20th of January, at the Chapter Hangar from 8:00 to 10:00 am.

January President's Letter

For the last eight years Ford Motor Co. has supported the EAA's Airventure. Ford also offers substantial discounts (in addition to applicable rebates and incentives) to EAA members and EAA family members who buy or lease a Ford

product. A copy of the letter offering these incentives and a brochure explaining the program is available in our EAA hanger.

To participate you visit the EAA website and click on the Partner Recognition logo in the "Members Only" area. On the website you can generate a Personal Identification Number (PIN) which you then take to a dealer along with your EAA membership card.

Here's a chance to support one of our sponsors and save some money at the same time.

HONOR ROLL - 2006

These fine folks have made generous contributions to the chapter during the past year.

We extend to them a hearty and sincere thank you!

Steve Bonfoey
Caterpillar, Inc
Morrie Caudill
Bill Engel
Allan Lurie*
Jean McCallister
Dennis Mellen
Rob Meyer
Peoria Aviation
Al Phipps
Jerry Pilon
Wm. Rutherford, Sr.
Samuel Sisk*

** memorial for Jerry Trumbold*

We would like to add YOUR name to the list for 2007. Your tax-deductible donations are much appreciated. Please contact the Secretary.

Lets Try Something New

The Thursday morning coffee klatch is off to a good start. We have a new coffee maker and Jerry Pilon is still working on a Chapter 563 brew. He's roasting beans, grinding beans, and brewing like crazy. Jerry is trying to have a new sample each Thursday until we decide on which one to name 'Ole 563'. The requirements are pretty stiff. It must curl your hair, remove paint, and cure bunions to qualify. Come on out Thursdays and vote on the next batch.

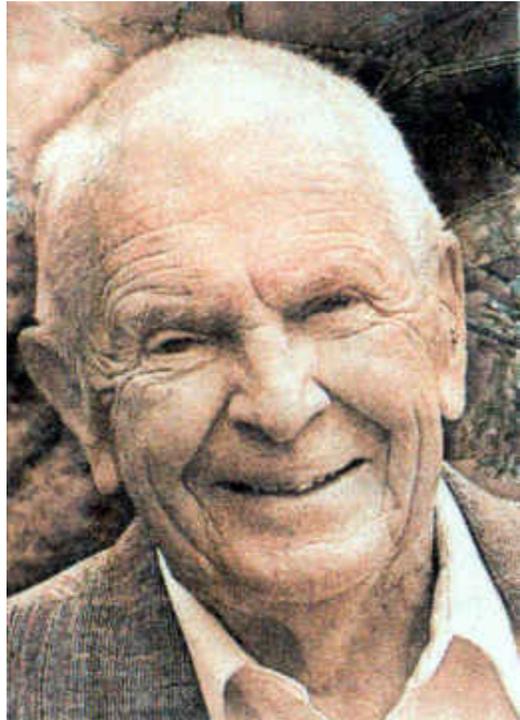
BD-5 UPDATE - December Action

This series describes progress on the chapter's "personal fighter plane", which we are building for educational and promotional purposes.

The farther we get into construction the more we learn that there are quite a few things missing. Originally, we thought it was just propulsion parts, but a number of other critical parts and plans are also. Some missing plans and a video have been procured, and a little ingenuity has been (and will be) used to make some parts.

If you've been to the hangar recently you saw the bird on the table with wings temporarily in place - - makes you think it's nearly done! But there's still a lot left, so if you would like to participate please let me know!

Bill Engel, project coordinator



William L. Rutherford, Sr. 1915 - 2006

Mr. Bill Rutherford, EAA63814, passed away at his Peoria, IL home on November 21, 2006. The Journal Star's front-page headline proclaimed "*We've lost a giant*". That was most fitting for a man whose life was dedicated to making this world a better place.

Through his family-established Forest Park Foundation, he not only greatly expanded local facilities for healthcare and eldercare, but in his devotion to conserving the environment, he added 25,000 acres to parkland in Central Illinois, and over 600,000 acres worldwide.

Aviation was a long-time passion for Bill. After getting his pilot's credentials he became a flight instructor for the US Navy, and, following the war, a pilot for United Airlines. Although Law became his profession and guidance of the Foundation his focus, flying was never far from mind.

Bill's keen interest in preservation extended to aircraft too. Through the years he owned a number of vintage planes, and actually saved from the smelter several WWII classics, including a P-51 Mustang. He was the long-time owner of a Piper Apache, and when the current owner of that plane learned of Bill's 90th birthday he returned so Bill could fly it once more.

A valued member of EAA Chapter 563,

Bill was always happy to provide an informative and entertaining evening program. One we all fondly recall was the meeting for our chapter, families and friends at Wildlife Prairie State Park, his 2000 acre creation near Peoria. There, Bill was our knowledgeable tour guide, personal engineer on the narrow-gauge railroad, and affable refreshment host.

Bill frequently attended our chapter breakfasts, and loved the “hangar flying”. One beautiful day after breakfast he was asked if he would like to go for a short flight. His reply was enthusiastic. The winds were light, visibility was excellent, the fields below were green, the Illinois River was dotted with sailboats, and it was obvious Bill enjoyed every moment. That day last year marked Bill’s last visit with us, and probably his last flight in a light plane. We will greatly miss him.

When asked about his philosophy, Bill quoted an earlier Peorian, orator Robert G. Ingersoll: “The time to be happy is now, the place to be happy is here, and the way to be happy is to make others so.” Mr. Bill Rutherford not only quoted it, he lived it.

Ways To Go

I came across an article in the National Geographic magazine that I think is interesting. We all have to go some time and this article points out the statistical things to avoid in order to lengthen your life. The chart showed what the lifetime probabilities are of a U.S. resident dying in a relatively common event, such as a pedestrian accident, or a less common but larger scale catastrophe, such as an earthquake. No matter what the cause, one thing is certain: No one gets out of here alive.

I don’t know if the ‘Air/space’ category includes general aviation or not. I think I read where GA is closer to automobile accidents.

From highest risk to lowest risk in order:

Total odds of dying, any cause 1 in 1 (100%)

1 in 5	Heart disease
1 in 7	Cancer
1 in 24	Stroke+
1 in 84	Motor vehicle accident
1 in 119	Suicide
1 in 218	Falling
1 in 314	Firearm assault
1 in 626	Pedestrian accident
1 in 1,008	Drowning
1 in 1,020	Motorcycle accident
1 in 1,113	Fire or smoke
1 in 4,919	Bicycling accident
1 in 5,051	Air/space accident
1 in 5,134	Accidental firearm discharge
1 in 9,968	Accidental electrocution
1 in 10,048	Alcohol poisoning
1 in 13,729	Hot weather
1 in 56,789	Hornet, wasp, or bee sting
1 in 62,468	Legal execution
1 in 79,746	Lightning
1 in 117,127	Earthquake
1 in 144,156	Flood

CHRISTMAS LUNCHEON

About fifty chapter members, spouses and guests gathered at Cater Inn on December 2nd for our annual holiday event. Amazingly, nearly everyone who signed up was there, in spite of the horrendous snowstorm just before. Over hot spiced cider there was plenty of opportunity to chat and renew acquaintances. Because of the weather and related responsibilities, the speaker we had scheduled could not be in town, so on very short notice, Bill Blake, regional rep for AOPA, stepped in to offer his thoughts on a variety of aviation subjects. Many thanks, Bill!

Several attendees had suggestions for next year's event. Planning for the 2007 event will start soon, so if you have preferences, such as lunch vs dinner, location, menu, program, or any other aspect, please pass them on to our volunteer chairman, Jerry Pilon.

January Meeting - Be there!

We will have a double-barreled program for the chapter meeting on Thursday, January 11. First, businessman Randy Africano, who is widely involved in General Aviation, will offer us some insights based on his considerable experience in buying and selling aircraft. You may recall that several months ago Randy gave us an enjoyable presentation on the OSF medical helicopter program.

Next, we'll hear from Brett Krause, the new director of Prairie Airshow. This exciting show will be held again next July at PIA. Brett will give us all the background, and all the details as presently known, with the hope that our chapter will join in making the show a success. The show, as now constituted, is mostly volunteer, non-profit, and has a goal to interest more young people in aviation. That dovetails nicely with our goals, so your Board is enthusiastic about our involvement. But it will take a commitment by our membership, with many of us needed at the show, and some needed in the months of planning beforehand.

Our tax-exempt status was granted on the premise that we are "charitable". Please be at this meeting to hear the whole story, ask questions, and help decide on our course of action.

The Space Station happened to be passing by when the Shuttle launched last month. Here's something that you don't see every day. The launch, as seen from the International Space Station.



Ron Wrights' Hi-Max

Hi Morrie - in case you need some additional info. for our Chapter Newsletter [and we can't let Brian have all the fun], I am forwarding you some of the " before" and " after " photos I took of the Hi-Max project I purchased late ' 05 and worked on during all '06. I was able to put 3.5 hours of ' Flight-Test' [during 6 separate flights] in early NOV '06..... while we still had some good flying weather.....

I purchased this project from an Atlanta, GA. , EAA Chapter in Oct. 05. One of their members [who actually got it to about the 75% ' finished' stage but was unable to finish it.... due to a health problem] donated it to his Chapter..... and they decided to sell it..... and I bought it.

Plane flies about like a J-3 CubW.O.W. !!!!!!!



This Hi-Max is an all wood [fuselage / wing / landing gear] , synthetic fabric covered , single place tail-dragger..... that is just a bit too heavy to qualify as an ultralight ; so this one could be registered in either an E-LSA or an Experimental Catagory.

This one is : powered by a Zenoah , 2 piston / 2 cycle , 45 H.P. engine using a 60 x 40 all wood Tennessee prop ; has NO flaps ; will take-off and land in about 300 feet; and feels like flying a J-3 Cub [kinda ' heavy' on the ailerons/elevators] , unlike the ' light' feel of a C-150.

Based on the performance of the other [flyable] Hi-Max I have : these a/c will cruise about 65 m.p.h. at 5800 rpm using about 3.5 gph of an auto fuel/ 2 stroke oil mixture. I have been using the AMSOL Synthetic 2 stroke oil [instead of the very popular Pennsoil 2 stroke product].... because the AMSOL burns much cleaner and leaves no carbon residue in the engine [one of the things that KILL a 2 stroke engine is internal carbon build-up].

The Hi-Max can be purchased as a " Plans ONLY" or a " Factory- Kit". The Factory Kit includes all the wood / metal fittings that would be needed to build the a/c. Both of the Hi-Maxs I now have were Factory-Kit projects.

When the weather clears..... like in April or May , I will fly [one at a different time] these Hi-Maxs to our Saturday morning Breakfast get-togethers..... Ah.... the joys of ' semi-retirement'....

BOARD MINUTES – 21 Dec 06

President Steve Bonfoey called the meeting to order at 7 pm in the chapter hangar. All directors were present, and we had one guest, Sam Sisk. Minutes of the November meeting were approved as printed, and finances to date were also approved.

Miscellaneous.

In answer to a question asked previously, rates for hangar useage are posted on the bulletin board.

The chapter honor roll of donors for 2006 will appear in the Beacon and on the bulletin board.

A first pass at the Thursday morning kaffee klatsch had an attendance of nine. (Does anyone have a more aviation-slanted name?)

President Steve will contact candidates for flight advisor and tech advisor, also Oshkosh, and pass the information to the Secretary to finish our Contact List.

Membership

We had considerable discussion on procedure for recording members. Up-to-date lists are essential. It was decided that applications will go first to the chairman, who will then pass along info to others as needed, and money to the treasurer. The secretary will issue new forms.

Program

In January Randy Africano will speak on his experiences in buying/selling aircraft. Following him will be Brett Krause with a pitch for us to participate in Prairie Airshow 2007. Lots of volunteers will be needed to make the event at Peoria Airport a success.

Chairman Tate reports that a program for February is shaping up.

Properties & Safety

No report was made on the chapter BD-5 build project, but we could all see that wings were temporarily installed. A box necessary for storing our tent has not been started, but Sam Sisk has volunteered to help Morrie Caudill.

Special Events

A number of comments were made about the Christmas Luncheon, mostly regarding the food. This year price was the limiting factor, and there was considerable feeling, particularly from wives, that paying a little more would be worth it. Some also voiced a preference for an evening event, some questioned the need for a speaker. We must start planning on this quickly, and Jerry Pilon volunteered to lead it.

Other Committees

Had no reports.

New Business

President Steve got Board input on the reports due in Oshkosh. It is noted that our insurance and registration costs for next year are \$556, up slightly from this year.

Expansion of the Board to nine members was discussed. Board consensus was in favor, so this will be brought up at a membership meeting. If there is sufficient interest, a formal vote will be scheduled. The election in November could then see two extra slots on the ballot.

The passing of member Bill Rutherford was noted, and the possibility of a memorial contribution was discussed, but no action was taken at this time.

We discussed the possibility of providing some sort of mementos for those who speak at our meetings, but no action was taken.

Respectfully Submitted, Bill Engel, Secretary

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