



# Illinois Valley Beacon

September 2007

Chapter 563 Chartered in 1976

Volume 14 Issue 9

**The first breakfast** will be held on the **First Saturday, September 1st**, in the EAA Hangar from 8:00 to 10:00.

**The regular meeting** will be held on the **Second Thursday, September 13th**, in the EAA Hangar starting at 7:00. The speakers will be Terry Beachler and members of the RC Modelers Club. They will bring airplanes and demonstrate how they control them from the ground.

**The second breakfast** will be held on the **Third Saturday, September 15th**, in the EAA Hangar from 8:00 to 10:00.

**The directors meeting** will be held on the **Third Thursday**,

## Secretary's Reports

### BOARD MINUTES – 16 Aug 07

The meeting was called to order at 7 pm in the Chapter Hangar by President Steve Bonfoey. All directors were present. Minutes of the June meeting (July meeting cancelled) were approved as printed. The latest financial report was reviewed. Monetary contributions by Neil Pobanz and Sam Sisk will be acknowledged by thank-you letters from the Secretary.

**Membership** Chair Allmond received several updates to our list. The updated list, with email addresses where available, will be sent to directors.

Directors decided that, altho no longer active, Mac & Jean McLaughlin would remain on our mailing list as Honorary Members, because of their outstanding service to General Aviation.

On **Program** for September, Chair Chris Tate offered the possibility of asking member Terry Beachler and his R/C modeler friends to show off their creations. It also was suggested that, instead of a regular business meeting, we start the evening earlier with a grillout for spouses & friends. The October meeting might see 3MY-based balloons, according to Chris.

Under **Properties & Safety**, discussions on fire extinguishers and escape hatch were postponed. The additional cabinets donated by Al Phipps are awaiting modifications to make them useful.

**Publications** Chair Caudill noted that there are now only eleven members who are receiving mail by US mail.

Under **Special Events**, we agreed the Chapter Picnic was a great success. The turnout was fine, the weather was great, and as usual the selection of food was wonderful. Thanks to hosts Sam & Becky, to Sam & Morrie for tent-raising, and to everyone who brought gastronomic delights.

A 2007 Performance Challenge was suggested, but no action taken.

**Youth Outreach** was quite successful recently, with a total of 117 Young Eagles flown in the last few weeks.

Our participation in **Prairie Air Show** was discussed. Several comments have been passed on to the show's director to help with next year's show. Those chapter members (and some family members) who volunteered to make the show a success are deserving of a big hand!

Re: **mementos** for speakers, Steve & Al are pursuing a solution.

**New Business**— It was noted that the report of the Nominating Committee is due October 1, and the Budget Committee report is due October 30. Respectfully Submitted,  
Bill Engel, Secretary

## President's Letter

The Greater Peoria Airport Authority is conducting a feasibility study to consider (1) closing Mt. Hawley Airport, (2) moving it to another location, or (3) closing it and forcing the tenants to move to the Peoria Airport. They have requested comments from Mt. Hawley tenants and interested parties. We as club members are Mt. Hawley tenants. Whether you currently own an airplane or not, you are interested and knowledgeable about aviation and you can provide valuable advice to the Airport Authority.

Their decision will affect all of us and they have reached out and requested our opinions so I sent them the attached letter. I hope you will write to them too. We always have doubts about our voices being heard but the Airport Authority has asked for our opinion and if we do nothing our message to them is "I don't care what you do".

I hope you will either (1) write a letter of your own or (2) send a note saying you agree with me or (3) tell them you disagree with me and give them your opinion.

Very Best Regards  
Steve Bonfoey

(the attachment is on page three and four)

*I'll run this column one more time in hopes of getting a few more of you back into the fold*

## **Membership Drop-outs**

I don't know if you realize it or not but, you members listed below have not paid your 2007 dues and, as per the Chapter bylaws, will be dropped from the mailing lists at this time of the year.

In an effort to keep you as Chapter members I am listing your names here and hope you resolve the problem with our Treasurer, Jerry Pilon.

If you have paid your dues, and my records are not up to date, (very possible), please ignore this appeal.

Don Berrier  
Bill Blake  
Pat Carroll  
Mac McLaughlin  
John Minor  
Dale Shaw  
Dale Slater

**We had a good response from you folks this last month. The list is getting shorter. I know it is easy to forget the dues thing. I try to remind you several times in the first six months of the year but it doesn't always work. Thanks for supporting your local Chapter 563.**

### From the desk of our A&P Sam Sisk

Morrie, The question was asked at the Thursday coffee meeting about testing auto fuel for alcohol. I found this blurb about test kits the EAA sells. I found a small bottle with graduated marks on it. and I am using that.

Sam

EAA's auto fuel Alcohol Test Kit allows a pilot or aircraft maintenance technician to make preventative tests on auto fuel, even before fuel is purchased for an aircraft. Simply pour water, then auto fuel, in the included test tube and shake it to mix the contents. When the mixture has settled within five to 10 minutes, a gauge on the test tube indicates whether the water level has risen. An increase in the amount of water on the gauge indicates that alcohol is present in the fuel. The gauge will also indicate the percentage of alcohol. EAA's test method is simpler than the previous remedies, as much less fuel is used to make a determination.

EAA's auto fuel test kit is a necessary tool for every auto fuel STC holder, and is just \$15, including shipping via US Postal Service Priority Mail. The kit includes padded insulation for the test tube, so you can keep it in your aircraft without worrying about breakage. The test kit is easy to use and will last as long as the glass does. The test kit can be ordered from EAA by calling 20-426-4843 or emailing Debi Walker at [dwalker@eaa.org](mailto:dwalker@eaa.org).

(cont'd from page two)

August 2, 2007  
Mr. Ken Spirito  
Greater Peoria Airport Authority  
6100 W. Everett McKinley Dirksen Parkway  
Peoria, Illinois

#### Mt. Hawley Feasibility Study

Dear Ken,

For many years my partner and I rented hanger number 38 at Mt. Hawley under the name ALM Associates. I have a private, commercial and instrument certificate and we flew a V-tail Beech Bonanza. We recently sold the Beech and vacated the hanger. My partner is retiring. I am nearly 70 and have ordered a new Cessna Light Sport airplane. I will request another hanger at Mt. Hawley when I take delivery.

Cessna began taking orders for the light sport airplane at the EAA convention at Oshkosh July 27<sup>th</sup>, 2007. I bought one that day but my order was somewhere between number 500 and number 600 – I'm waiting for the actual position number. As of today, August 2<sup>nd</sup>, there are more than 800 on order. There is a tremendous demand for light sport aircraft and pilots like me are ready to buy them. In addition, many individuals in the Peoria area are building and flying kit planes, ultra lights, balloons, autogiros and what-have-you. The sport aircraft population consists of student pilots, recreational pilots, those whose primary interest lies in building airplanes and those who have lost their medical. My wife and I will be using our airplane for fly-in breakfasts and to train our grand-

### **2006 Chapter 563 Officers**

President: Steve Bonfoey, 4620 W. Hetherwood Dr. Peoria, IL. 61615, Ph. 692-6272 [bonfoeys@sbcglobal.net](mailto:bonfoeys@sbcglobal.net)  
Vice President: Al Phipps, 6305 Suffolk Dr., Peoria, IL, 61615, Ph. 693-2943 [eli2arl@aol.com](mailto:eli2arl@aol.com)  
Treasurer: Jerry Pilon, 110 WindRidge Dr., Washington, IL 61571, Ph. 745-1139 [pilongt@hotmail.com](mailto:pilongt@hotmail.com)  
Secretary: Bill Engel, 7114 N. Willow Bend Pt., Peoria, IL. 61614, Ph. 691-6466 [engelwk@mtco.com](mailto:engelwk@mtco.com)  
Newsletter/Web Editor: Morrie Caudill, 5320 N.Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 [flyvfr@insightbb.com](mailto:flyvfr@insightbb.com)  
Technical Advisor: Al Lurie, 605 E. Armstrong Avenue, Peoria, IL. 61603, Ph. 682-1674  
Technical Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729 [sesisk@mtco.com](mailto:sesisk@mtco.com)  
Young Eagles: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 [flyvfr@insightbb.com](mailto:flyvfr@insightbb.com)  
Flight Advisor: Jim Hannemann, 1404 Miller St., Washington, IL. 61571, Ph. 444-4062 [jrhannemann@aol.com](mailto:jrhannemann@aol.com)  
Flight Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729 [sesisk@mtco.com](mailto:sesisk@mtco.com)  
Flight Advisor: Ron Wright, 616 Kerfoot St., East Peoria, IL 61611, Ph. 694-1527 [sonerairon1@netzero.net](mailto:sonerairon1@netzero.net)

children.

I don't believe this new fleet of 100 horsepower aircraft with pilots who fly a few hours per year should be based at Peoria airport. Mixing light sport aircraft in with military, corporate, and commercial airplanes creates problems for all – not least for the mental mindset of the student pilot – and they don't fit Byerly's business model.

Aside from their characteristics of slow speed and small size, light sport airplane maintenance is performed by their owners. Most can burn automotive gas. Their owners do not patronize FBOs or mechanics whose cost structure and services are designed to serve corporate jet aircraft. Byerly Aviation's business model addresses the corporate aircraft market. Ted Lambasio's FBO at Canton addresses the recreational aircraft market. An FBO business model must be attractive to the aircraft owners who are located on the airport and your business agreements with the FBOs must reflect the two different FBO opportunities.

I urge you to (1) offer recreational pilots and small FBO operators an attractive outlying airport such as Mt. Hawley and (2) select FBO operators and design business agreements to serve the FBOs and the aircraft owners on the field.

Sincerely Yours,

Steve Bonfoey

## *From your editor*

Don't wait folks. Your opinion carries a lot of weight. Only the tenants and supporters of Mt. Hawley will respond to this survey.

There are no forms, there are no questions to answer. Just write to Ken Spirito and let him know how you feel about the future of the airport and why you support or don't support the FBO.

Obviously, the FBO must be supported by the tenants or he/she will have a real problem making a profit. And — if the FBO can't make a living. Mt. Hawley could turn into a waiting room and a gas pump. I don't think anyone wants that to happen. So, send some positive criticism to Ken and let him know what it will [take](#) to make Mt. Hawley a friendly, prosperous place where pilots love to go once again.

## The Annual Picnic was

an absolute success. The tents and the tree in Sam Sisk's back yard provided the shade that made the breeze feel really good while we feasted on fried chicken, baked beans, great salads, and four different pies and deserts.

Sam says he counted 38 people in attendance and we had one airplane fly in. Dave Jackson's C-170 made the picnic and official EAA event.

Many thanks to the volunteers that always make these events go so smoothly.

