



Illinois Valley Beacon

October 2007

Chapter 563 Chartered in 1976

Volume 14 Issue 10

The first breakfast will be held on the **First Saturday, October 6th**, in the EAA Hangar from 8:00 to 10:00.

The regular meeting will be held on the **Second Thursday, October 11th**, in the EAA Hangar starting at 7:00.

The second breakfast will be held on the **Third Saturday, October 20th**, in the EAA Hangar from 8:00 to 10:00.

The directors meeting will be held on the **Third Wednesday, October 17th**, in the EAA Hangar at 7:00P. All members are welcome to attend. **The date has been changed due to the conflict with the AOPA Safety Meeting on the 18th.**
(See page two)

Secretary's Report

MEETING MINUTES – 13 Sep 07

The meeting was called to order at 7 pm in the Chapter hangar by President Steve Bonfoey. Minutes were approved as printed; there was no financial report.

Steve mentioned that the Nominating Committee is seeking directors for next year. Anyone with a suggestion, or with a desire to serve the chapter, is asked to make that known at the October meeting.

A plaque was presented to Al Phipps, recognizing his exceptional service through the years, particularly as our Hangar Breakfast chef.

Steve then turned the meeting over to Terry Beachler, president of the Peoria R/C Modelers (also a member of our chapter), who, with about a half-dozen other modelers, described their planes and their operations. One was flown for us – weight about one ounce, electric motor powered - which could go for about 15 minutes on a charge. They brought about a dozen craft with wingspans ranging from 3 to 7 feet. Gas engines, both 2-stroke and 4-stroke, one or two cylinder, ranged up to 4 hp. Power to weight ratios for models are impressive – up to 6 hp per lb, versus 16 lb per hp for a Cessna 150. The guys described their control transmitters, which are ever more capable. Some models are scratch-built from plans, while others are purchased with little assembly required. The club has their own airfield just west of Chillicothe, and invite any of us to come out some nice evening and watch.

Respectfully Submitted, Bill Engel, Secretary



Regulations: What Every Pilot Should Know

Thursday, October 18, 2007
7:00-9:00pm
Peoria Aviation
Mt. Hawley Airport
1320 West Bird Boulevard
Peoria, IL

1920



That was then ...

2007



... this is now

Like it or not, federal aviation regulations are a fact of life. That's why you shouldn't miss ASF's newest live seminar. Get answers to commonly asked regulatory questions (logging PIC time, anyone?) and insights on the real-world intersection of rules, common sense, and safety.

You'll learn:

- ✓ Ways to stay up-to-date on regulatory changes.
- ✓ Some important rules that **don't** show up in your FAR/AIM.
- ✓ Simple methods for reading — and understanding — complex regulations.
- ✓ And much, much more!

****Get your regulations in plain English!***

One segment of this seminar follows a typical pilot as he grapples with regulation-based decisions during a cross-country flight. Along the way, you'll hear about the newest regulations, find out how they're made, and learn how to have a say in the federal rule-making process.

In addition, at most seminars you'll have an opportunity to participate in a Q&A session with an AOPA Legal Services Plan aviation attorney — no retainer required! Be sure to bring your questions about rights and responsibilities in the event of an FAA ramp check, an accident or incident, or any other aviation legal matter.*

This seminar qualifies for the AOPA Accident Forgiveness and Deductible Waiver Program.
 (www.asf.org/accidentforgiveness)

PLUS, you'll be entered to win valuable door prizes, like the highly-acclaimed book *FARs Explained* by aviation attorney Kent Jackson.

*Attorneys may not be present at all locations.

Nominations: The time has come for all good people to jump over the sleeping red fox.

No———Not———wrong saying.

The time has come for the members of this Chapter to step up and be a part of the leadership. The officers and directors in office this year (and some of them for many years) have done a terrific job. The formation of the Board of Directors has taken the boring, every-day business, of managing the money, and planning the activities, out of the membership meetings and substituted good speakers and/or entertainment.

You know, being the newsletter editor, I tend to be gossip central. I usually know what is going on in the Chapter, in spite of all the mistakes I make (just because I know it doesn't mean it will be correct in the newsletter.)

Anyway, what I'm trying to say is, the Chapter has never run more smoothly than the last couple of years. Not because the current officers are super human, but because so many people have been involved. The Board of Directors has added seven or eight people to the think tank and spreading out the responsibilities makes the job enjoyable instead of a burden.

A few hours, once a month, is a small price to pay for a well run organization.

Anyway, our nominating committee has presented a list of candidates for the mandatory election next month. Those of you that have not been contacted to be a candidate are welcome to volunteer (bad word) at the meeting on the 11th. The current candidates are:

President:	Al Phipps
Vice President:	Barry Logan
Secretary:	Bill Engel
Treasurer:	Jerry Pilon
Director:	Sam Sisk
Director:	Morrie Caudill
Director:	Chris Tate

Airplanes: Big and Small

Terry Beachler is President and newsletter editor of the RC Club. (don't get any ideas). He and his members brought several models. Large and small, fuel and electric, all radio



controlled. A few of the engines were 4 cycle and very sophisticated for their size.

My experience with models was in a Control Line Club where you fly on 60 ft. wire lines and control the elevator only. I did build a P-51 that had a third wire for throttle control.

That was a 4 cycle, over head valve engine with a displacement of about 1/2 of a cubic inch.



We always said that we could only fly "one mistake high" (60 ft.) whereas the RC guys could make several mistakes before they hit the ground.

The beautiful workmanship is evident in these pictures. The Fly Baby, on the right, is the original version of the real airplane.



It was developed from the model plans. There are builders and then there are flyers. I think they were both present at this meeting.

Email from Sam Sisk

Morrie, Check out page 11 of the new AOPA rag and see if you think the chapter group would be interested in those jackets. On orders of 10 or more we can get them for \$90.00. A real deal. could we ask in the next newsletter? Sam

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U.S. Marine Corps
U.S. Coast Guard
U.S. Navy
U.S. Air Force
U.S. Army
U.S. Marine Corps

All you folks that are interested in a nice leather jacket contact Sam Sisk at 243-5729. If there are more than ten of you, Sam says you will get a ten dollar discount. That will pay for the shipping and handling.

Congratulations

are in order for Dave Skinner. Below, you see a proud builder sitting in his recently completed Acro Sport.

A few weeks ago I was at Marshall County and Dave said, "Would you like to see my plane?". Well, when a builder asks you a question like that you know something important has happened.

He even let me sit in it. The first time I have ever sat in a biplane. It's a beautiful example of what can be accomplished if you stick to it. I'm sure there were times when Dave thought it would never be finished. He has been taxiing the plane



but won't admit to it leaving the ground as yet.

When I saw the airplane, Dave was waiting for a DAR to come and certify everything.

2006 Chapter 563 Officers

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