



Illinois Valley Beacon

November 2007

Chapter 563 Chartered in 1976

Volume 14 Issue 11

The first breakfast will be held on the **First Saturday, November 3rd**, in the EAA Hangar from 8:00 to 10:00.

The regular meeting will be held on the **Second Thursday, November 8th**, in the EAA Hangar starting at 7:00.

The speaker for this meeting will be my friend Ernest Thorp, a World War II B-17 pilot who was shot down and spent several years in a prisoner of war camp in Germany.

The directors meeting will be held on the **Third Thursday, November 15th**, in the EAA Hangar at 7:00P. All members are welcome to attend.

The second breakfast will be held on the **Third Saturday, November 17th**, in the EAA Hangar from 8:00 to 10:00.

Secretary's Report

MEETING MINUTES – 12 Oct 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. Secretary, Bill Engel, was not present so I will attempt to remember the evening.

We did not have a speaker for that evening, but Al Lurie had several video tapes that he acquired which are probably collectors items.

The one I remember demonstrated how to make a flush fitting patch on a cowling. I wonder if they really took that much care to patch a bullet hole?

It was a typical, black and white, World War II training film, which would have been shown by a 16 mm projector back then. I saw these same films during my training for the Korean War. They were training films on weapons, VD, tactics, and lord knows what else. That was 55 years ago. I'm sure the Vietnam veterans saw the same films.

After the truce, in Korea, I was actually sent down to 3rd Army Headquarters in Seoul to be trained to operate a 16mm projector. Since I already knew how to do that, the two highlights I remember are sleeping in a bed and taking advantage of their NCO Club. That was a big deal for a lowly Corporal. Going from a front line Company back to civilization with real food and real booze, after six months of living in a tent and eating B rations. It was almost as good as going home. You know it's funny, I don't remember ever showing a 16mm film after going back to the Company.

The meeting concluded with conversation, cookies, and coffee.

Submitted by your Editor

MEETING MINUTES – 11 Oct 2007

President Steve Bonfoey called the meeting to order at 7 pm in the chapter hangar. Minutes of the September meeting were approved as previously printed. Treasurer Jerry Pilon gave an oral summary of our financial condition, saying that we are in pretty good shape.

Jerry reminded us that our Christmas Dinner will be Friday evening, December 7, at Sky Harbor.

Our hangar has a new occupant, Verne Martin's C172, replacing Bill Engel's Decathlon, which has been sold.

Steve reports that he and Jerry are working up a budget proposal, to be ready for discussion at next week's Board meeting. The revised proposal will be printed in the November Beacon, and will be voted on by the membership at the November meeting.

Also to be voted on at the November meeting is a set of Chapter Directors for 2008. The Nominating Committee has proposed: President – Al Phipps, Vice President – Barry Logan, Secretary – Bill Engel, Treasurer – Jerry Pilon, Directors – Morrie Caudill, Chris Tate and Sam Sisk. Nominations from the floor (including volunteers) will be welcomed up until election time.

Several ideas were floated: designs for our proposed souvenir mug, possible purchase of a small PA system for larger meetings, possible purchase of a PC-compatible projector, and formation of a "women's auxiliary" to encourage more participation by spouses.

The Board meeting next week has been moved to Wednesday to avoid conflicting with the Safety Seminar on Thursday at the 3MY FBO. Also, the Mt. Hawley Chili Dump will be held 4 pm October 28, at the FBO shop.

Mention was made that the FAA will no longer send out Airworthiness Directives by US mail. It will be the responsibility of each aircraft owner to look for ADs on the FAA website.

There being no other business, we adjourned to Phil Jones hangar around the corner to admire his handiwork on his RV. Returning to our hangar, we viewed several vintage instructional videos brought by Al Lurie, accompanied by coffee and cookies.

Respectfully Submitted, Bill Engel, Secretary

Pilot and Flight Crew Procedures During Taxi Operations

Notice Number: NOTC0988

Do you conduct the following 5 steps prior and during taxiing operations? Please go to the following web address or link listed below for more information:

https://www.faasafety.gov/files/notices/2007/Sep/Pilot_Brochure_FY08.pdf

For more information please contact Anna Cohen at 404-305-5558 or anna.cohen@faa.gov.

Subject: F-16 Battle Damage and Ejection

Click on the site below for some "real life" drama in the air. Even though this occurred back during Desert Storm, it's most vivid and you feel like you're right there in formation with this fighter jock and his wingman..

This is a very intense and gripping account of an F-16 that received damage from ground fire and the pilot was trying to make it to the border. Wait for the audio to download, then read the dialogue while listening to the radio communications.

Click below for a full description of the event and the narrative right up to bailout. This is spellbinding.

Be sure your speakers are on. No video, just audio.

<http://f16c.com/punchingout.asp>

Directors Meeting Minutes-18 Oct. 07

The budget was approved, Jerry will have it ready for distribution at the member meeting. Also approved a \$5 increase in dues. Agreed to provide member a coffee mug at no cost on a one time basis. Did not consider the question of coffee cups for members in the future. Also approved Jerry spending about \$150 for a speaker microphone system. I plan to spend some time discussing the club's financial position at the November meeting.

Submitted by Steve Bonfoey

Friday Mornings at the Pentagon

By JOSEPH L. GALLOWAY

McClatchy Newspapers

Over the last 12 months, 1,042 soldiers, Marines, sailors and Air Force personnel have given their lives in the terrible duty that is war. Thousands more have come home on stretchers, horribly wounded and facing months or years in military hospitals.

This week, I'm turning my space over to a good friend and former roommate, Army Lt. Col. Robert Bateman, who recently completed a yearlong tour of duty in Iraq and is now back at the Pentagon.

Here's Lt. Col. Bateman's account of a little-known ceremony that fills the halls of the Army corridor of the Pentagon with cheers, applause and many tears every Friday morning. It first appeared on May 17 on the Weblog of media critic and pundit Eric Alterman at the Media Matters for America Website.

"It is 110 yards from the "E" ring to the "A" ring of the Pentagon. This section of the Pentagon is newly renovated; the floors shine, the hallway is broad, and the lighting is bright. At this instant the entire length of the corridor is packed with officers, a few sergeants and some civilians, all crammed tightly three and four deep against the walls. There are thousands here.

This hallway, more than any other, is the 'Army' hallway. The G3 offices line one side, G2 the other, G8 is around the corner. All Army. Moderate conversations flow in a low buzz. Friends who may not have seen each other for a few weeks, or a few years, spot each other, cross the way and renew.

Everyone shifts to ensure an open path remains down the center. The air conditioning system was not designed for this press of bodies in this area.

The temperature is rising already. Nobody cares. "10:36 hours: The clapping starts at the E-Ring. That is the outermost of the five rings of the Pentagon and it is closest to the entrance to the building. This clapping is low, sustained, hearty. It is applause with a deep emotion behind it as it moves forward in a wave down the length of the hallway.

"A steady rolling wave of sound it is, moving at the pace of the soldier in the wheelchair who marks the forward edge with his presence. He is the first. He is missing the greater part of one leg, and some of his wounds are still suppurating. By his age I expect that he is a private, or perhaps a private first class.

"Captains, majors, lieutenant colonels and colonels meet his gaze and nod as they applaud, soldier to soldier. Three years ago when I described one of these events, those lining the hallways were somewhat different. The applause a little wilder, perhaps in private guilt for not having shared in the burden ... yet.

"Now almost everyone lining the hallway is, like the man in the wheelchair, also a combat veteran. This steadies the applause, but I think deepens the sentiment. We have all been there now. The soldier's chair is pushed by, I believe, a full colonel.

"Behind him, and stretching the length from Rings E to A, come more of his peers, each private, corporal, or sergeant assisted as need be by a field grade officer.

"11:00 hours: Twenty-four minutes of steady applause. My hands hurt, and I laugh to myself at how stupid that sounds in my own head. My hands hurt. Please! Shut up and clap. For twenty-four minutes, soldier after soldier has come down this hallway - 20, 25, 30. Fifty-three legs come with them, and perhaps only 52 hands or arms, but down this hall came 30 solid hearts.

They pass down this corridor of officers and applause, and then meet for a private lunch, at which they are the guests of honor, hosted by the generals. Some are wheeled along. Some insist upon getting out of their chairs, to march as best they can with their chin held up, down this hallway, through this most unique audience. Some are catching handshakes and smiling like a politician at a Fourth of July parade. More than a couple of them seem amazed and are smiling shyly.

"There are families with them as well: the 18-year-old war-bride pushing her 19-year-old husband's wheelchair and not quite understanding why her husband is so affected by this, the boy she grew up with, now a man, who had never shed a tear is crying; the older immigrant Latino parents who have, perhaps more than their wounded mid-20s son, an appreciation for the emotion given on their son's behalf. No man in that hallway, walking or clapping, is ashamed by the silent tears on more than a few cheeks. An Airborne Ranger wipes his eyes only to better see. A couple of the officers in this crowd have themselves been a part of this parade in the past.

These are our men, broken in body they may be, but they are our brothers, and we welcome them home.

This parade has gone on, every single Friday, all year long, for more than four years.

"Did you know that?"

The media hasn't yet told the story."

Chapter 563

November 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 Coffee at the hangar every Thurs at 8:00 am	2	3 Break- fast 8:00-
4	5	6	7	8 Memb. Meet- ing	9	10
11	12	13	14	15 Dir. Meet- ing	16	17 Break- fast 8:00-
18	19	20	21	22	23	24
25	26	27	28	29	30	

COLD WEATHER INFLIGHT HAZARDS AND TIPS

By: Technical Counselor Dave VanDenburg
(email: WA8DOF@yahoo.com)

EAA Chapter 439 (Michigan)
www.eaa.439.org

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves.

Also carry a hand held radio. These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at www.lycoming.textron.com. Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.

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