



Illinois Valley Beacon

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Chapter 563 Chartered in 1976

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The first breakfast will be held on the **First Saturday, January 5th**, in the EAA Hangar from 8:00 to 10:00.

The regular meeting will be held on the **Second Thursday, January 10th**, in the EAA Hangar starting at 7:00. We are working on a tentative speaker that is experienced in wind tunnels. Once he is confirmed I will let you know by email.

The second breakfast will be held on the **Third Saturday, January 19th**, in the EAA Hangar from 8:00 to 10:00.

The directors meeting will be held on the **Third Thursday, January 17th**, in the EAA Hangar at 7:00P. All members are welcome to attend.

Secretary's Report

MEETING MINUTES – 13 Dec 07 2007

President Al Phipps called the meeting to order at 7 pm in the chapter hangar. Turnout was very good for a cold winter night. Minutes of the November meeting were approved as printed in the Beacon. There was no financial report. Al noted that over 40 members & guests enjoyed the Christmas Dinner at Sky Harbor. Jerry Pilon, who made the arrangements, was thanked in absentia.

There was no Old Business, but under New Business, Standing Rule 1, which covers Chapter dues, was amended to raise dues to \$25 for singles and \$30 for families.

Our program for the evening was presented by John Backer of the Airport Authority, and Chuck Taylor, who works for a consulting firm hired by GPAA. They filled us in on the work they are doing to determine the future of Mt. Hawley Airport. The discussion was wide open and wide-ranging, and pretty hard to summarize. However, they listened to our comments on fuel costs & availability, they told us of the limitations of 3MY as far as growth is concerned, they recognize the problems of a broad mix of traffic at PIA, and indicated that a greenfield solution could be less expensive than an upgrade. Our members in general voiced the opinion that we prefer to stay at 3MY. Our guests suggested that talking to our state representatives could be helpful, as there is a set-aside for small airport studies. They would not give a preview of their views, saying they plan to make their recommendations to the Airport Board probably in January.

Respectfully Submitted, Bill Engel, Secretary

The directors meeting was not held in December

Cessna Chooses China's Shenyang Aircraft Corporation As Manufacturing Partner For Model 162 Skycatcher

Cessna Aircraft Company will partner with Shenyang Aircraft Corporation (SAC) to manufacture the new Model 162 SkyCatcher light sport aircraft (LSA). SAC is a subsidiary of China Aviation Industry Corporation I (AVIC I), which is a government-owned consortium of aircraft manufacturers.

The company made the announcement today during a signing ceremony at the Great Hall of the People in Beijing.

"The LSA market demands the latest avionics, safety and reliability, light-weight equipment and a competitive price tag," said Cessna Chairman, President and CEO Jack J. Pelton. "Our solution is to partner with SAC, a company with excellent facilities, state-of-the-art technologies and a workforce highly experienced in aircraft manufacturing. SkyCatcher customers will get an advanced design, high-quality workmanship and world-class product support, all at an affordable price from Cessna, a brand known and trusted worldwide."

Cessna will design the aircraft and handle American Society for Testing and Materials (ASTM) compliance work, as well as provide on-site personnel to oversee manufacturing, quality assurance and technical design. SAC will be responsible for assembling the SkyCatcher.

"SAC greatly values the cooperation with Cessna, and sees Cessna as a significant partner in the general aviation segment. Since the start of the cooperation between the two companies that began in 2003, a good foundation has been established," said Chairman and President, Mr. Luo Yang of SAC. "The communications and exchange of visits between the management of our two companies have strengthened the trust and understanding, which leads to today's signing of the Model 162 contract, making SAC the sole source supplier of this great airplane."

President, Mr. Lin Zouming of AVIC I added, "With the continual economic growth in China and the changes in China's policies for the general aviation industry, AVIC I has placed strategic importance on general aviation development and will strongly support and promote the business."

Founded in 1951, SAC is a civilian and military aircraft manufacturer with 16,000 employees in Shenyang, China. Boeing, Airbus, Bombardier, Spirit AeroSystems and Singapore Aerospace are just a few of SAC's clients.

"Through decades of joint production ventures and sub-assembly ventures with the industry's top manufacturers, SAC has emerged as the premier aircraft enterprise in China," Pelton said. "That experience and their outstanding facilities and production capabilities make them the perfect partner for us on the SkyCatcher program."

Made in China

Well, there it is in black and white in the next column. The C-162 will have a "Made in China" sticker on it somewhere.

There was a time, I know this was a long time ago, but I'm old, so, there was a time when everything "Made in Japan" was said to be made out of beer cans. I don't know why we thought that Japan only had beer cans for material after the war, but some of the toys from Japan had printing on the insides that made you suspicious of it's origin.

We are all conscious of the amount of material currently made in China. Everything from clothing to computer components.

Cessna is doing this, (my opinion) for several reasons. Only one of them is to reduce the manufacturing cost. Most of their competition (LSA) is made in Europe and with the current exchange of the Euro around \$1.38, there is more profit to be made in the U.S. Secondly, they can avoid the cost of tooling a production facility in the U.S., which they don't have, and the taxes on such.

Think also of the risk connected with this venture. There is no guarantee that LSA will be the market we all hope it will be. Lets face it folks, the price, \$100 k—150 k puts them out of the range of the Ford and Chevy owners. Maybe if you are accustomed to paying \$50 k for a car, three times that for an airplane isn't so bad. But if you are driving a \$25 G car, six times is a stretch.

It reads like the Chenyang Aircraft Corp. is already heavily involved in aircraft/parts manufacture. It will be much easier to scale back production and/or get out of the market without major losses if it does not have to be done in the U.S. China also has the need for expanding the use of airplanes. It's a very large country and may be a bigger market than the U.S.

The big plus in all this is the Continental engine. The new, lighter, O-200 is experimental, yes I said experimental, it will not be controlled by the FAA, only by ASTM standards, but still, I presume, made in the U.S.A. I hope Teledyne continues to support the engines with service bulletins.

I would buy one, but then I'm driving a \$20 k car.

EAA CHAPTER 563 - Membership Application for year 2008

NOTE - To be a chapter member you must hold a corresponding membership in EAA.
Phone 1.800.564.6322, with credit card handy, or they can tell you of other options.

Blanks with an asterisk must be filled in. Other information is optional. We do not disclose member information except for the basics required by EAA, and as may be required by law.

For NEW members only - **At your option**, we will prorate dues for remainder of year. See Treasurer or Secretary.

Regular Membership (individual over age 18) **\$25 per calendar year:**

NAME * _____ Spouse name _____
ADDRESS * _____
EAA Membership Number * _____ expiration date * _____
Home phone * _____ Work phone _____ Cellular phone _____
E-mail _____ (please provide this if you have one - it will save Chapter funds!)

Family Membership (spouse and/or children at home wishing to be included) **\$30 per calendar year:**

Please indicate each name as **Hus, Wife, Son, Dau** : EAA Family Membership Expiration Date * _____
NAME * _____ EAA Family Membership Number * _____
NAME * _____ EAA Family Membership Number * _____
NAME * _____ EAA Family Membership Number * _____
NAME * _____ EAA Family Membership Number * _____
ADDRESS * _____
Home phone * _____ Work phone _____
Cellular phone(s) _____
E-mail(s) _____ (this info saves Chapter funds!)

Optional information that can help us serve the chapter better:

Approx. year you : first joined EAA _____ first joined Chapter 563 _____ had first plane ride _____
Other aviation org. memberships _____
Aviation-related licenses and ratings: _____
Mil. av. experience _____
Professional av. experience _____
Aircraft owned (N) now (P) past _____
Aircraft Construction (C) or Restoration (R) projects (F) Finished, (P) in Process, (T) Tabled, (D) Disposed of.
Future projects or interests _____
Recreational or occupational skills you could share _____
Other personal data you think useful _____
Any notable acquaintances? Ideas for programs? _____
May we call on you for help with a chapter event or project? _____

Please return this form with check payable to **EAA Chapter 563**

To: Morrie Caudill, 5320 N. Sherbrook Ln., Peoria, IL, 61614

This is a copy of the Standing Rule concerning dues that was voted on during the December 2007 meeting. You can add it to your copy of the Chapter By Laws or if you need a copy of the Chapter By Laws let your editor know and one will be provided.

EAA Chapter 563

STANDING RULE No. 1

DUES

A. Dues for these membership classes named in Article IV of the Revised Bylaws shall be:

1. Regular Chapter Membership – **Twenty-five** dollars per calendar year.

2. Family Chapter Membership – **Thirty dollars** per calendar year.

These dues impart shared paper mailings, but individual electronic communications if requested.

B. Dues, for a new member only, may be prorated for the time remaining in the year.

C. Dues not paid in the timely manner specified by Art.IV.C.1 of the Revised Bylaws shall result in suspension of a member's chapter voting privileges until paid. The name of a member under suspension is excluded in determination of a quorum. Dues not paid by

July 1 of each year shall be cause for loss of membership and all its imparted benefits. Members shall receive adequate written notice of said date.

D. Dues of a member who separates from the Chapter for any reason are considered wholly earned and need not be returned, either entirely or in part.

Adopted September 4, 2004

Amended December 13, 2007

2008 Chapter 563 Officers

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