



Illinois Valley Beacon

February 2010

Chapter 563 Chartered in 1976

Volume 17 Issue 02

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

The **Regular Membership Meeting** will be held on the **Second Thursday, February 11th**, at the Chapter 563 Hangar starting at 7:00 pm.

The **Second Breakfast** will be held on the **Third Saturday, February 20th**, in the EAA Hangar from 8:00 to 10:00

The **Directors Meeting** will be held on the **Third Thursday, February 18th**, in the EAA Hangar starting at 7:00 pm. All members are welcome to attend.

New NTSB Requirements for Reporting Accidents, Incidents

January 12, 2010 —

The National Transportation Safety Board (NTSB)'s final rule document published in the *Federal Register* modifies when a pilot must report an accident or incident to the NTSB in accordance with **49 CFR Part 830**.

This change, **effective March 8, 2010**, specifies the sort of **accidents and incidents** that must be reported immediately so it's important that you become familiar with these requirements before flying on that date.

Added to the list of incidents to be reported immediately:

A complete loss of information, excluding flickering, from more than 50 percent of an aircraft's Electronic Flight Instrument System (EFIS) displays Engine Indication and Crew Alerting System (EICAS) displays;

Electronic Centralized Aircraft Monitor (ECAM) displays; or other displays of this type, which generally include a primary flight display (PFD), primary navigation display (PND), and other integrated displays;

Airborne Collision and Avoidance System (ACAS)

Failure of any internal turbine engine component that results in the escape of debris other than out the exhaust path must also be reported to the NTSB immediately.

In addition, release of all or a portion of a propeller blade from an aircraft, excluding release caused solely by ground contact; and

Damage to helicopter tail or main rotor blades (including ground damage) that requires major repair or replacement of the blade(s) must be reported immediately.

All aircraft accident/incident reporting to the NTSB should be completed using **NTSB Form 6120.1** – Pilot/Operator Aircraft Accident/Incident

Report.

To locate your closest NTSB office for filing the accident/incident report, visit the [NTSB website](#).

Dave Fanning – PIA Controller

Speaker for the Membership Meeting Feb. 11

Discussion: Dave Fanning is a good friend of Jerry Peacocks and a controller at PIA's tower. He will be talking about his experiences as a controller and open up to questions. Please come welcome Dave and bring your questions.

Wisdom - Inspiration

As we get older we sometimes begin to doubt our ability to "make a difference" in the world. It is at these times that our hopes are boosted by the remarkable achievements of "seniors" who have found the courage to take on challenges that would make many of us wither.

Harold Scumberg is such a person.

"I've often been asked, 'What do you old folks do now that you're retired'? Well...I'm fortunate to have a chemical engineering background, and one of the things I enjoy most is turning beer, wine, Scotch, and Margaritas into urine. And I'm pretty damn good at it too!"

Harold is an inspiration to us all.

EAA CHAPTER 563
January 14, 2010 Meeting Minutes

President Bob Young called the meeting to order at 7:10.

Secretary's Report: A motion was made by Bill Engle and seconded by Joe Ernst to except the November meeting minutes as printed in the newsletter and approved by voice vote.

Treasurer's Report: Treasurer Jerry Pilon was not in attendance so the reading of the treasurer's report was dispensed with.

There was no old business to conduct.

New Business: Kent Lynch stated that the last one to leave the hanger at any time should make sure everything is shut off and thermostat set to proper temperature. Kent suggested that he would come up with a check list and put it by the front door to be used when closing up and leaving the hanger.

With no additional business to conduct the meeting was adjourned and turned over to Chris Tate to introduce the speaker for the evening, Jeff Wales who operates the FBO at Mt Hawley.

Jeff started with sharing his back ground with us. He was born in Chicago and started flying at the age of 4 with his grandfather who was a pilot owning a Cessna 172 & 182. Jeff was a member of Air force ROTC while in college and earned his commission upon graduating in 1992. At the time the Air Force had too many pilots and his attendance to flight school was deferred.

While waiting to be sent to flight school his duties included site restoration after an aircraft had crashed. During this time period he came to the conclusion that he did not want to fly F16's since they only had one engine. He wanted to fly planes that had two engines in case one of them quit. He did get to fly F15's.

During this time he got his MBA from Arizona State. He was eventually assigned to a base in Okinawa Japan. He worked his way up the ladder to finally become a flight instructor. Jeff's Last assignment before leaving the Air Force was being a big part of developing the Air Force transition to the F22 fighters.

Being married by this time and having little ones he turned down the opportunity to become A F22 pilot and to decided leave the Air Force after 13 years. Jeff became the owner of the FBO 4

years ago.

A lot of questions were asked of Jeff about how he felt about the future of Mt Hawley Airport in general and The FBO specifically. Jeff indicated that Jet A sales were down do to the economy with fewer transit traffic sales and it is hard to pay the bills on just the sales of 100LL.

Jeff has finally got his Charter Pilot Endorsement and felt he will be able to get the Charter service up and running soon. He is trying to sell the 421 and is planning to have a Citation Excel on the field soon that will be used for Charter. It is possible an additional Turbine Powered plane will be added soon.

The changes to the airport that have been discussed in the passed are still possible but certainly seem to be on the back burner as far as the Peoria Airport Authority is concerned. We need some shovel ready projects to be able to take advantage of the stimulus money the Government wants to spend.

Respectfully Submitted; your secretary,
Donald Wolcott

EAA CHAPTER 563
January 21, 2010 Board Meeting Minutes

The meeting was called to order at 7:07 pm by chapter President Bob Young

Attendees: Bob Young, Kent Lynch, Don Wolcott, Chris Tate, Morrie Caudill and Al Phipps.

Secretary's Report was read by Don Wolcott and it was pointed out that there were a couple of corrections that needed to be made to the minutes. They were as follows:

Youth Outreach Chairman should have read Marty Martin with Al Phipps as Vice Chairman. Special Events Chairman should have read Kent Lynch with Bob Young as Vice Chairman.

Treasure's Report: Jerry Pilon was not in attendance so only a small discussion of was the budget looked like for 2010. This will be further discussed at February board meeting.

Old Business: The silent auction for several items conducted at the Christmas party

brought in \$300 for the chapter. The board wanted to thank all of the members that contributed items for the auction.

A motion was made by Kent Lynch and seconded by Bob Young that as the BD Project nears completion we need to ask someone from the Wheels of Time to come and take a look to see if they still might want to put it in the museum.

New Business: It was brought up that we do not have any work benches in the hanger for members to use when working on projects. Bob Young made a motion that the chapter should build a couple of benches. This was seconded by Chris Tate. Kent Lynch will work on putting together a work party to build the benches.

Morrie Caudill started a discussion about the need for a computer, preferably portable, be purchased with all pertinent software so that if there someone else were to be elected to do the newsletter and be the Director of the Publications Committee they would be able to use the same computer and continue on with out trying to download everything from Morrie's computer and work with different software. This computer could be used to hold all chapter documents. A motion was made and approved for Morrie to do some research and bring a proposal back to the board for discussion.

Morrie started a discussion about putting together a questionnaire to dissimulate to chapter members asking for suggestions and ideas about what the membership would like the chapter to do in the future in the way of speakers and events. Each board member is to put together a list of questions to bring to the February board meeting, from which a series of questions will be voted upon to be included in the questionnaire to be sent to members.

Bob Young brought up for discussion the possibility of hosting a breakfast for the Mental Health Association some time in the future. The net proceeds would be donated to that charity. Further discussion and thought will be put into how this might be accomplished.

Meeting Adjourned 8:50
Respectively Submitted:
Your Secretary Donald Wolcott

The View from the Ramp

Flying IFR approaches in the bright sunlight, on a severe clear day, reminds me of the little boy who says, "I like to take showers. If you stand in the corner, you don't even get wet."

February 2010 newsletter input

Since the last month's newsletter input, our flying season has been shortened by a really miserable, early winter. My instructor has decided that it probably makes sense to wait until the snow melts a bit before he takes us beginning students out again. A little "runway excursion" into the grass, wouldn't do much damage to either airplane or ego, but hitting a snow bank is another issue.

After my lesson with the shifting cross winds, reported in last month's newsletter, we did get back into the air a week later with a direct headwind, and spent 10 landings just exploring the right way to finish off the approach and begin the landing. The trick is to get the airplane leveled off just above the runway and manage the sink rate with pitch. If you can feel your way through the right combination of sink and pitch, you can land with the greatest of ease. But that is the big trick. A little off in pitch rate and you will get a bounce. A little bounce can be salvaged. A big bounce and you have to get into that judgment phase where you need to go around.

I'm going to have to work more on analyzing that point where a go around is the best bet. Also, just a touch of power will straighten out a small swerve. I have to keep that in mind also. But this lesson generated some decent landings and brought my confidence back a lot. I also got the Archer out and spent some time trying to figure out if anything translates from the Champ to the Cherokee.

I have to confess that I don't see much transfer. The airplanes and the techniques are so different that I don't see much that relates to both. That's OK though. Both are fun and just learning something new, whether it translates or not, is a good thing.

More later when spring comes.

Kent Lynch Vice President – Chapter 563

IN CASE YOU HAVE NEVER READ THIS...QUITE A STORY

Subject: The "Hangar of Quiet Birdmen"; John Lear

John Lear gave this talk on July 9th, 2004 to a group of fellow pilots in Las Vegas called, the "Hangar of Quiet Birdmen". Each month one pilot in the group gives a 15 minute talk on his career. One of the anguishes of advancing age is losing old friends. The upside of that, though, is that I get to tell the story my way.

I learned to fly at Clover Field in Santa Monica when I was 14. However before I got to get in an actual airplane Dad made me take 40 hours of Link with Charlie Gress. I can't remember what I did yesterday but I guarantee you I could still shoot a 90 degree, Fade-out or Parallel radio range orientation. When I turned 16 I had endorsements on my student license for an Aero Commander 680E and Cessna 310.

I got my private at 17 and instrument rating shortly thereafter. The Lockheed 18 Lodestar was my first type rating at age 18. I went to work for my father and brother flying copilot on a twin beech out of Geneva Switzerland after I got out of high school. Dad was over there trying to peddle radios to the European airlines.

However just after I turned 18 and got my Commercial I was showing off my aerobatic talents in a Bucker Jungmann to my friends at a Swiss boarding school I had attended. I managed to start a 3 turn spin from too low an altitude and crashed. I shattered both heels and ankles and broke both legs in 3 places. I crushed my neck, broke both sides of my jaw and lost all of my front teeth. I managed to get gangrene in one of the open wounds in my ankles and was shipped from Switzerland to the Lovelace Clinic in Albuquerque where Randy Lovelace made me well.

When I could walk again I worked selling pots and pans door to door in Santa Monica. In late 1962 Dad had moved from Switzerland to Wichita to build the Lear Jet and I went to Wichita to be work in Public relations until November of 1963 about 2 months after the first flight when I moved to Miami and took over editing an aviation newspaper called Aero News.

I moved the newspaper to El Segundo in California and ran it until it failed. I then got a job flight instructing at Progressive Air Service in Hawthorne, California. From there I went to Norman Larson Beech in Van Nuys flight instructing in Aircoupes.

In the spring of 1965 I was invited by my Dad back to Wichita to get type rated in the model 23 Learjet. I then went to work for the executive aircraft division of Flying Tigers in Burbank who had secured a dealership for the Lear.

In November of 1965 my boss Paul Kelly crashed number 63 into the mountains at Palm Springs killing everybody on board including Bob Prescott 13 years old son and 4 of the major investors in Tigers. I took over his job as President of Airjet charters a wholly owned subsidiary of FTL and flew charters and sold Learjets. Or rather tried to sell them. It turns out that I never managed to sell one Learjet in my entire life.

In March of 1966 2 Lear factory pilots Hank Beard, Rick King and myself set 17 world speed records including speed around the round the world, 65 hours and 38 minutes in the first Lear Jet 24. Shortly after that flight I got canned from Tigers and moved to Vegas and started the first 3rd level airline in Nevada, Ambassador Airlines. We operated an Aero Commander and Cherokee 6 on 5 stops from Las Vegas to LAX. This was about the time Hughes moved to Las Vegas and I was doing some consulting work for Bob and Peter Maheu.

The money man behind Ambassador was Jack Cleveland who I introduced to John Myers in the Hughes organization. Cleveland and Myers tried to peddle the 135 certificate to Hughes without success and Jack ended up selling Howard those phony gold mining claims you all may remember. I went back to Van Nuys and was flying Lear charter part time for Al Paulson and Clay Lacy at California Airmotive, the Learjet distributor.

That summer I started a business called Aerospace Flight Research in Van Nuys where I rented aircraft to Teledyne to flight test their Inertial Guidance Systems. We had a B-26, Super Pinto and Twin Beech. I think we lasted about 4 months.

I then went to work for World Aviation Services in Ft. Lauderdale ferrying the Cessna O2 FAC airplane from Wichita, fresh of the assembly line to Nha Trang in Viet Nam with fellow QB Bill Werstlein. We were under the 4440th ADG Langley VA. and hooked up with a lot of other military pilots ferrying all manner and types of aircraft.

Our route was Wichita to Hamilton, Hickam, Midway, Wake, Guam, Clark and then in country. The longest leg was Hamilton to Hickam an average of 16 hours, no autopilot, no copilot, and one ADF. We also had 3 piddle packs.

Arriving in Nha Trang we would hitch a ride to Saigon and spend 3 days under technical house arrest, each trip, pay a fine for entering the country illegally, that is being civilians and not coming through a port of entry, catch an airline up to Hong Kong for a little R and R and straight back to Wichita for another airplane. I flew this contract for 4 years.

During some off time in 1968 I attempted to ferry a Cessna 320 from Oakland to Australia with the first stop in Honolulu. About 2 hours out from Oakland I lost the right engine and had no provisions for dumping fuel. I went down into ground effect (T effect for you purists) and for 3 hours and 21 minutes flew on one engine about 25 feet above the waves and made it into Hamilton AFB after flying under the Golden Gate and Richmond bridges. An old friend Nick Conte, was officer of the day and gave me the royal treatment. Why did I go into Hamilton instead of Oakland? I knew exactly where the O club was for some much needed refreshment.

In September of 1968 between 0-2 deliveries I raced a Douglas B-26 Invader in the Reno Air Races. It was the largest airplane ever raced at Reno, and I placed 5th in the Bronze passing one Mustang. It was reported to me after the race by XB-70 project pilot Col. Ted Sturmthal that when I passed the P-51, 3 fighter pilots from Nellis committed suicide off the back of the grandstands. In the summer of 1970 I helped Darryl Greenamyer and Adam Robbins put on

the California 1000 air race in Mojave California. That's the one where Clay Lacy raced the DC-7.

I flew a B-26 with Wally McDonald. I then started flying charter in an Aero Commander and Beech Queen Air for Aero Council a charter service out of Burbank. They went belly up about 3 months later and I went up to Reno to work for my Dad as safety pilot on his Lear model 25. After my Dad fired me I was personally escorted to the Nevada/California border by an ex-Los Angeles police detective who worked for Dad and did the muscle work.

I went back down to Van Nuys and was Chief Pilot for Lacy Aviation and was one of the first pilot proficiency examiners for the Lear Jet. In the summer of 1973 I moved to Phnom Penh, Cambodia as Chief Pilot and Director of Operations for Tri Nine Airlines which flew routes throughout Cambodia for Khmer Akas Air.

I flew a Convair 440 an average of 130 hours a month. We had unlimited quantities of 115/145 fuel and ADI and were able to use full CB-17 power (which was 62" for any of you R-2800 aficionados). In November of 1973 I moved to Vientiane, Laos and flew C-46's and Twin Otters for Continental Air Services Inc. delivering guns and ammo to the Gen. Vang Pao and his CIA supported troops.

We got shot down one day and when I say we, Dave Kouba was the captain. We were flying a twin otter and got the right engine shot out. Actually the small arms fire had hit the fuel line in the right strut and fuel was streaming out back around the tail and being sucked into the large cargo opening in the side of the airplane and filling the cockpit with a fine mist of jet fuel.

I held the mike in my hands, "Should I call Cricket and possibly blow us up or...?" (Some of you may remember "Cricket"... "This is Cricket on guard with an air strike warning to all aircraft")

But Davy found us a friendly dirt strip and we were back in the air the next day. When the war came to an end in 1973 I moved back to Van Nuys and started flying Lear's for Lacy again until October when I went up to Seattle and sat in on a Boeing 707 ground school for Air Club International on spec.

3 weeks later I ended up in the left seat of the 707 with a total of 8 hours in type. Air Club begat Aero America and we flew junkets out of Vegas for the Tropicana and

Thunderbird Hotels. I left Aero having not been fired and in the summer of 1975 I was Director of Ops for Ambassador Airlines 2 flying 707 junkets also out of Vegas. After that airline collapsed I moved to Beirut, Lebanon in September of 1975 and flew 707's for 2 years for Trans Mediterranean Airways a Lebanese cargo carrier.

It was a very interesting job in that they had 65 stations around the world and you would leave Beirut with a copilot that had maybe 200 hours in airplanes and fortunately a first rate plumber and off you'd go around the world. My favorite run was Dubai to Kabul, Afghanistan with a stop in Kandahar. Kabul is a one way strip, land uphill and take off downhill, it was 6000 foot elevation with no nav aids.

During those 2 years I made many round the world trips and many over the pole trips. In 1977 I moved back to Vegas and was Director of Operations for Nevada Airlines flying DC-3's and Twin Beech's to the Canyon. In September of 77 I was called to Budapest for another CIA operation flying 707's loaded with arms and ammo to Mogadishu.

Leaving Budapest then refueling in Jeddah we flew radio silence down the Red Sea trying to avoid the MiGs based in Aden, whose sole purpose on earth was to force us down. The briefing was simple. If you guys get into trouble DON'T CALL US. Back to Vegas in December of that year I was hired as Chief Pilot for Bonanza Airlines 2 operating DC-3's and a Gulfstream 1 from Vegas to Aspen.

After that airline collapsed I was hired by Hilton Hotels to fly their Lear 35 A. In my spare time I flew part time for Dynallectron and the EPA on an underground nuke test monitoring program. I flew their B-26, OV-10, Volpar Beech and Huey helicopter. I also flew the Tri Motor Ford part time for Scenic Airlines. In 1978 my Dad passed away and left me with one dollar, which incidentally, I never got.

There is a lot more to this story, but it will have to be continued next month due to lack of space. I'm limited in the number of pages I can mail to the snail mail newsletter customers.

2008 Chapter 563 Officers

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address



The Regular Chapter563 meetings will be held at the Chapter Hangar at 7:00pm on the second Thursday of each month.
All Chapter 563 breakfasts will be held at the Chapter Hangar from 8:00 am to 10:00 am on the first and third Saturday mornings.
The Chapter 563 Directors meetings will be held at the Chapter Hangar on the third Thursday of each month at 7:00pm.