



Illinois Valley Beacon

March 2010

Chapter 563 Chartered in 1976

Volume 17 Issue 03

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

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

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

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

Unusual?

March is numbered the same as February except that it's three days shorter.

Oklahoma partners formulate unleaded aircraft fuel

The owners of General Aviation Modifications, Inc. at Ada Municipal Airport in Ada, Okla., have developed unleaded piston-engine-aircraft fuel. George Braly and Tim Roehl formulated G100UL and have a filed a patent for the fuel. "We hope this fuel can be adopted as a replacement for 100LL and should serve to help the environment while maintaining the performance of our aircraft today," Roehl said. [Ada Evening News \(Okla.\)](#) (2/15)

AD on Fire Extinguishers

If you have a Halon fire extinguisher on board, you should read this directive.

Federal Register: January 5, 2010 (Volume 75, Number 2)
[Page 221-224]
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 39
[Docket No. FAA-2009-1225; Directorate Identifier 2009-NM-257-AD;
Amendment 39-16159; AD 2010-01-03]

EAA Chapter 563

February 11, 2010 Chapter Meeting Minutes

Vice President Kent Lynch presided over the meeting calling it to order promptly at 7 pm.

Secretaries Report:

Sam Sick made a motion that the minutes of the last meeting be accepted as posted in the newsletter. Seconded by Chris Tate and approved by voice vote.

Treasures Report:

Jerry Pilon was not in attendance so the treasure's report was not presented to the members.

Old Business:

A rather complete discussion was led by Bill Engle about the possible uses of the BD5 project when it is completed. The uses discussed were as follows:

To use it as a display model at malls, parades, Young Eagle events and other community events.

Use as an external mount for display at 3MY, Display in the Chapter Hangar, Donate to the Wheels of Time Museum or possible display in the new terminal at Peoria Airport.

Bill made a motion as follows:

Resolved, that any proposition for disposal of the chapter's BD-5 project shall require a majority vote of the chapter membership present at a

meeting for which members are provided at least seven days notice of the intent for disposal. This motion was seconded by Dave cook and approved by voice vote.

New Business:

It was brought up that the acquisition a new portable computer for chapter use such as newsletters and inventory of chapter assets and documents is being considered by the Board of Directors. Also the membership was informed that the Board had made a decision to fund the cost of materials for building two work benches to use for chapter projects. Kent Lynch will follow up on purchasing the materials when needed.

A Motion was made to Adjourn by Kent Lynch, seconded by Chris Tate and Passed by voice vote.

The speaker for the evening, Dave Fanning, was introduced by Jerry Peacock.

Dave is a controller at the Peoria Airport Tower. After telling a series of Air Traffic Controller jokes he decided to become a little more serious and talked about the relationship between the pilot and the controller in the real world.

He talked about having good communications. The Pilot should become a good repeater. This means repeating the complete instructions back to the controller so any possible misunderstanding may be caught before it leads to a possible incident. Dave emphasized that their job is to make the system work and not to be a cop in the tower. Do not be afraid to ask to have the instructions repeated if you didn't fully understand them. This helps keep airplane apart in the air.

Don't ever be afraid to ask for help when you find yourself lost or in somewhat of a possible emergency. There are currently 20 controllers at the airport, 6 in training. They work 40 hour weeks. This usually includes 2 night and 3 days each week. A lot of questions were asked that Dave responded to. The New radar installation was scheduled to go into service 2/14/2010. The old one had been in service for 30 years and needed to be replaced. The traffic at the airport is reasonably heavy. Only third behind Chicago and Rockford airports.

The question was asked what led him to become an Air Traffic controller. Dave said that 19 years ago he was unhappy with his current job and saw an ad for Air Traffic Controllers. He re-

sponded and took the required tests and passed and the rest history. Dave says he is glad he made that decision 19 years ago.

It is interesting that Dave says that none of the controllers at Peoria are pilots. Maybe we need to invite them up for a ride sometime which might spark a little interest.

The meeting lasted until after 9pm with a lot of further discussion after the meeting ended. I would say that the members in attendance were interested in what Dave had to say.

Respectively Submitted;

Your Secretary Donald T Wolcott

Completion of the BD-5 Project

During the February 2010 meeting, the motion was made to allow the chapter membership to decide what, ultimately, is done with the Bede 5 aircraft that has been under construction for a number of years in the chapter hanger. The options were outlined in the last meeting and other suggestions were solicited from the membership.

Under the motion that was made, the membership was required to have details of the options available to them at least 7 days (in writing) before the decision was to be made. The newsletter was acceptable as written notice.

Therefore this is written notice that the membership will be allowed to vote during the March 2010 meeting (2nd Thursday evening). Ballots will be provided and the members will be asked to vote their top two options. This will provide direction to the board for final disposition of the project.

While the project may not be completed prior to the meeting, if the chosen option is to donate the project to the Wheels of Time museum, we must have it available to them by April for inclusion into the 2010 season. If one of the other options is chosen, then the time limit is more flexible.

Kent Lynch
Vice-president
Chapter 563

(continued on next page)

Bede 5 Option Evaluation

Option 1 – Completing the aircraft with intended use to be a mobile educational device. This would require detailed completion of the airframe with adequate access and safety for children. It would also require adequate transportability at highway speeds.

Pros

- Would give a hands-on experience short of an operable airplane.
- Would give ability to go one-on-one with the target audience to discuss general aviation outside of an airport environment.
- Would be a visible advertisement for the chapter.

Cons

- Would require significant additional work to make it a safe, accessible, durable exhibit.
- Would require some form of trailer for transportation as well as licensing and storage.
- Would require personnel commitment that has not been seen during the build process.

Option 2 – Minimal completion beyond the current state and use as an exhibit inside the EAA hanger.

Pros

- Minimal additional work required to complete.
- Improved ambience in the hanger.

Cons

- Limited access to non-chapter members.
- Is there adequate structure to hang from the ceiling or mount on a pole?
- Is the hanger capable of supporting the load.
- Would have to actually put the aircraft in place.

Option 3 – Minimal completion beyond the current state and mounting outside the hanger/airport as a chapter “sign”.

Pros

- Would be visible to a moderate amount of people.
- Minimal additional work required to complete.
- Would indicate that the airport is actually “alive” as opposed to the no-sign, “dead end – learn to fly” indication currently in place.

Cons

- May not be structurally capable of being mounted to withstand inclement weather.
- Finishing materials may not be compatible with outside mounting.

Option 4a – With minimal interior detail completion, finish assembly and donate to Wheels of Time museum. Would require development of a story-board that explains the chapter, general aviation and the aircraft.

Pros

- Would require minimal additional work on the aircraft.
- Would have a wide audience.

Cons

- Chapter would lose “control” of the aircraft.
- Would require development of (and potential investment in) display signage.

Option 4b - With minimal interior detail completion, finish assembly and donate to Greater Peoria airport authority for display in the new terminal. Would require development of a story-board that explains the chapter, general aviation and the aircraft.

Pros

- Would require minimal additional work on the aircraft.
- Would have a wide audience.

Cons

- Chapter would lose “control” of the aircraft.
- Would require development of (and potential investment in) display signage.

The "Hangar of Quiet Birdmen" by John Lear

*This is a continuation of the John Lear story.
The first half was in last months newsletter.*

In 1980 I ran for the Nevada State Senate district 4. I lost miserably only because I was uninformed, unprepared and both of my size 9 triple E's were continually in my mouth.

I got fired from Hilton shortly after that and moved to Cairo, Egypt to fly for Air Trans another CIA cutout. After the Camp David accords were signed in 1979 each country, Egypt and Israel were required to operate 4 flights a week into the other's country. Of course, El Al pilots didn't mind flying into Cairo but you could not find an Egyptian pilot that would fly into Tel Aviv. So an Egyptian airline was formed called Nefertiti Airlines with me as chief pilot to fly the 4 flights a week into Tel Aviv. On our off time we flew subcontract for Egyptair throughout Europe and Africa.

All this, of course was just a cover for our real missions which was all kinds of nefarious gun running throughout Europe and Africa which we did in our spare time.

And now that our beloved 40th president has passed on I can tell you that in fact (with my apologies to Michael Reagan) the October Surprise was true. The October surprise for those of you that don't remember happened during October of 1980 when Reagan and Bush were running against Carter and Mondale George Bush was flown in a BAC 111 one Saturday night to Paris to meet with the Ayatollah Khomeini. Bush offered the Khomeini a deal whereby if he would delay the release of the hostages held in Tehran until Reagan's inauguration, the administration would supply unlimited guns and ammunition to the Iranians.

In order to get Bush back for a Sunday morning brunch so that nobody would be alerted to his absence he was flown back in an SR-71 from Reims field near Paris to McGuire AFB.

Of course Reagan won, the hostages were released and one of my jobs in Cairo was to deliver those arms from Tel Aviv to Tehran.

Unfortunately, the first airplane in, an Ar-

gentinean CL-44 was shot down by the Russians just south of Yerevan and Mossad who was running the operation didn't want to risk sending my 707. The arms were eventually delivered through Dubai, across the Persian Gulf and directly into Tehran.

During the 2 years I was in Cairo I averaged 180 hours a month with a top month of 236 hours in a 31 day period. I spent a 6 week tour in Khartoum flying cows to Sanaa, North Yemen in an old Rolls Royce powered 707.

Back in Las Vegas in December of 1982 I sat on my ass until I was out of money, again, and then went to work for Global Int'l Airlines in Kansas City, another CIA cutout run by Farhad Azima, an Iranian with a bonafide Gold Plated Get Out of Jail Free card flying 707's until they collapsed in October of 83. During the summer of 1983 the FAA celebrated its 25th Anniversary at the Mike Monroney Aeronautical Center in Oklahoma City. There was much fanfare and speech making and 2 honored guests. Bill Conrad from Miami, Florida who had the most type ratings, I think over 50. And myself. I had the most airman certificates issued of any other airman.

After Global's collapse I went to work for American Trans Air flying 707's. I wrote their international navigation manual as MNPS for North Atlantic operations was just being implemented and became the first FAA designated check airman for MNPS navigation. ATA then added 727's and then Lockheed L-1011's. For a very brief time I was qualified as captain in all three.

After getting fired from ATA in July of 1989 I became a freight dog flying DC-8's for Rosenbalm Aviation which became Flagship Express and after that airline collapsed I was hired as Chief pilot for Patriot Airlines out of Stead Field in Reno, flying cargo 727's from Miami to South America. After getting fired from Patriot I went to work for Connie Kalitta flying DC-8s then the L-1011 on which I was a check airman. Kalitta sold out to Kitty Hawk International which went bankrupt in May of 2000.

I was 57 at the time and nobody is going to hire an old ---- for two and a half years except to fly sideways so I turned in my stripes and ever

present flask of Courvoisier. Except for one last fling in March of 2001 where I flew the Hadj for a Cambodian Airline flying L-1011's under contract to Air India. We were based in New Delhi and flew to Jeddah from all throughout India. There was absolutely no paperwork, no FAA, no BS and for 6 weeks we just moved Hadji's back and forth to Saudi Arabia.

One final note, in October of 1999 I had the honor and extreme pleasure to get checked out in a Lockheed CF-104D Starfighter. My instructor was Darryl Greenamyer, the airplane was owned by Mark and Gretchen Sherman of Phoenix. It was the highlight of my aviation career particularly because I survived my first and only SFO in a high performance fighter.

One other thing, some how I managed to get the following type ratings: 707/720/727, Con-vaire 240/340/440, DC-3, DC -8, B-26, Gulfstream 1, Lockheed Constellation, Lear Jet series, HS-125, Lockheed L-1011, Lockheed L-18, Lockheed P-38, Martin 202/404, B-17, B-25, Grumman TBM and Ford Trimotor. I also have single and multi engine sea, rotorcraft helicopter and gyroplane, and lighter than air free balloon. I never got all categories having missed the Airship. And in case you are interested many, many airmen have lots more type ratings.

What I did get, that no other airman got was most FAA certificates: these are the ATP, Flight Instructor with airplane single and multi engine, instrument, rotorcraft helicopter and gyroplane and glider. Flight Navigator, Flight Engineer, Senior Parachute Rigger, Control Tower Operator, A&P, Ground Instructor, Advanced and Instrument and Aircraft Dispatcher. I have 19,488 hours of total time of which 15,325 hours is in 1,2,3 or 4 engine jet. I took a total of 181 FAA (or designated check airman) check rides and failed 2 .

Of the thousands of times I knowingly violated an FAA regulation I was only caught once but never charged or prosecuted.

The farthest I have ever been off course was 321 miles left over the South China Sea in a 707 on New Years day 1977 on a flight from Taipei. The deviation was not caught by Hong Kong, Manila or Singapore radar and I penetrated six zero to unlimited restricted areas

west of the Philippines. I landed in Singapore 7 minutes late without further incident.

How, you ask , did I get so far off course? The short answer is I was napping at the controls. I have flown just about everywhere except Russia, China, Mongolia, Korea, Antarctica, Australia or New Zealand. I am a senior vice-commander of the American Legion Post No.1 Shanghai, China (Generals Ward, Chennault and Helseth) (operating in exile) and a 21 year member of the Special Operations Association.

Now some of you may be asking why so many airlines collapsed that I worked for and why I got fired so many times. My excuse is simple. I am not the brightest crayon in the box, I am extremely lazy, I have a smart mouth and a real poor attitude.

-The End-

Pearls of Wisdom

By
Will Rogers

1. Never slap a man who's chewing tobacco.
2. Never kick a cow chip on a hot day.
3. There are 2 theories to arguing with a woman...neither works.
4. Never miss a good chance to shut up.
5. Always drink upstream from the herd.



ILLINOIS VALLEY CHAPTER 563

5320 N SHERBROOK LN
PEORIA IL 61614-4851

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address

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4	5	6 <i>BRKFST</i>
7	8	9	10	11 <i>REG. MTG.</i>	12	13
14	15 <small>Commonwealth Day (Canada)</small>	16	17	18 <i>DIR. MTG.</i>	19	20 <i>BRKFST</i>
21	22 <small>New Moon</small>	23	24 <small>St. Patrick's Day</small>	25	26	27

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.