



Illinois Valley Beacon

April 2010

Chapter 563 Chartered in 1976

Volume 17 Issue 04

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

The **Regular Membership Meeting** will be held on the **Second Thursday, April 8th**, at the Chapter 563 Hangar starting at 7:00 pm.

The **Second Breakfast** will be held on the **Third Saturday, April 17th**, in the EAA Hangar from 8:00 to 10:00

The **Directors Meeting** will be held on the **Third Thursday, April 15th**, in the EAA Hangar starting at 7:00 pm. All members are welcome to attend.

EAA Chapter 563

March 11th, 2010 Chapter Meeting Minutes

Meeting called to order by Vice President Kent Lynch at 7:05pm at the Chapter Hanger.

Secretary's Report:

A motion was made to accept the minutes of the February meeting as posted in the newsletter. Seconded by Morrie Caudil and passed by voice vote.

Treasure's Report:

Treasure Jerry Pilon was out of state and unable to attend so there was no report to read.

Old Business:

Disposition of Bede 5 Project. Kent handed out the ballot with the different uses discussed at the February meeting listed. Kent stated the intent is for each member in attendance to vote for 2 options. Each member would vote for their first choice by marking the appropriate option as first and subsequently marking the second choice by marking it as second. Kent tried to help the members understand some of the pros and cons of each option. Bill Engle decided he needed to explain his opinion of each of the different options and what he wanted done with the project. Bill thought that the Chapter should wait until October

1, 2010 to make the final decision in case some other option may present itself. It was decided to add a write in option to vote on delaying the decision on disposition until October 1, 2010. A motion was made that if Bill decides that he disagrees with the outcome of the Chapter voting results he can take the project back from the Chapter. Seconded by Dave Skinner and approved by voice vote. Chapter members were then asked to complete their ballot and turn in at end of the business meeting.

New Business:

Kent indicated that he and Bob Young had found to possible fly-out possibilities for the Chapter to do.

One was to fly to Lincoln Illinois on May 1
Number two is to fly to Mason City Iowa to attend the Barnstormer tour that will be in attendance June 17-19.

With no more business to conduct a motion to adjourn the meeting was made by Sam Sisk, seconded by Chris Tate and approved by voice vote.

Chris Tate introduced Pat Murphy as our speaker for the evening. Pat is an attorney in Lacon and flies a 1980 Lake Amphibian out of Marshall Count Airport. There is another plane at Lacon, a 172 on amphibians owned by the person that thought Pat was off his rocker when he bought a

Lake to fly in Central Illinois but decided later that he had to have one. Pat talked about the history of the Lake and which ones to own and why. He stated that you have two things to maintain, an airplane and a boat. Pat indicated that it was legal to land anywhere you can land and take off from except power generation lakes. Pat likes to fly his family directly to a cabin on a lake in Wisconsin or Minnesota where he can beach his plane and go right into the cabin. Here in Peoria he likes to land on the river at the River Barge, put down the landing gear, taxi up the ramp and park in the parking lot. What a way to get a \$100 hamburger. Sounds like fun! After completing his talk most everyone stayed around to talk to him for quite awhile.

Respectively Submitted;
Your Secretary Donald Wolcott

EAA Chapter 563 March 18, 2010 Board Meeting Minutes

Those in attendance were Bob Young, Kent Lynch, Morrie Caudil, Marty Martin, Don Wolcott, Bill Engle and Greg Lepine.

Bob Young called the meeting to order at 7:06pm

Secretary's reading of previous board meeting minutes: Since there was no official February board meeting, do to a lack of quorum, there were no minutes to be read.

Treasure's Report: Jerry Pilon was still out of town so there was no report to be presented.

Old Business:

Kent Lynch handed out the report showing the results of the vote taken at the March Chapter meeting regarding the future use of the Bede5 project. The results showed that the choice that received the most votes was to donate the project to the Wheels of Time museum. The next closest chose was to donate the project to the Peoria Airport Authority for display at the new PIA terminal.

Bill Engle requested he have the floor to present

his opinion of the vote taken. He was given this privilege. Bill stated that the vote taken at the March Chapter meeting was not done by parliamentary rules and was therefore not a valid vote but a survey. Since none of the officers in attendance considered themselves educated parliamentarians we were unable to refute Bill's challenge to the vote. After much discussion as to what Bill wanted to do with the project, Bill offered to stop his continued criticism of the method we used to determine what the Chapter wanted to do with the project if we agreed to postpone the decision until the October 2010 Chapter meeting where a new vote be taken.

The board then went into executive session to discuss what we wanted to do about Bill's demand.

After resuming the regular board meeting it was asked of Bill to provide, at the next board meeting, what he intended to do with the project, both in completion and the use during the summer months. Marty made a motion that we wait to determine the disposition of the project until the October Chapter meeting as long as we get a commitment from Bill at the next board meeting that he will work to get the project completed in a manner that it could be displayed at the Wheels of Time museum if the Chapter so chooses in October. This motion was seconded by Bob Young and approved by voice vote.

Work benches for the hanger:

Kent Lynch stated that he had not started building the two work benches for the hanger. He felt he would start on them when there was more floor space freed up in the hanger and there was no real rush to get them completed. Kent did indicate that he did want to start on the inventory of the Chapter assets and ask that anyone that has personally owned items in the hanger to somehow tag them so as not to be included in the Inventory.

Portable computer for Chapter use:

Morrie brought up the possible need for some software if what he had was not compatible with the new operating system that would be on a new computer. Bob Young thought that most everything would work and would check with his brother in law, an IBM employee, what he thought. Kent made a motion that the cost of a

new computer and appropriate software not exceed a cost of \$800 plus 15%. This was seconded by Marty and approved by voice vote.

New Business:

Morrie brought up the fact that Bill Hounshell suggested that we might have more technical presentation at some of our regular meetings. The board decided that we would continue to look for speakers or some other medium that could be used to add some technical information to our regular meetings that might be of interest to the members..

The meeting was adjourned at 8:50pm

Respectively Submitted;

Your Secretary Donald Wolcott

Email from Bill Hounshell

Morrie,

This happened to an on-line acquaintance (Skywagons Message Board). It might be an interesting "heads up" for the newsletter--albeit rather gruesome. The writer practiced priming the engine and **THEN** pulling the prop through in order to distribute the fuel mixture into the cylinders to make starting the engine easier. Habit makes for carelessness. I can't *imagine* priming and propping!

Best, Bill

Begin forwarded message:

It's confession time.. I ALWAYS did what was suggested after reading about priming *first*, then pulling the prop thru YEARS ago when I read about that technique here on the "list". The engine fired on the first blade every time. I was a happy camper knowing this technique was adding value/life to the starter.

After having P. Ponk overhaul the engine last summer, and after having all new wires, the prop, governor, mags overhauled, etc. it was time to fly. I did the same procedure as before, priming and then pulling the prop thru.

I have owned this 1955 C-180 since 1985. I am very familiar with pulling the prop thru and the dangers.

The mag check was weird, no drop on the left. My mechanic at the time did not believe me,

even after I demonstrated to him in the cockpit that I could not shut down the engine with the mag switch in the *off* position.

We replaced the mag switch to no avail and then the "p-lead". We thought this fixed the problem, but as you see by the attached photo, not completely. My new mechanic, a wise old cautious mechanic found that the p-lead was not installed properly.

The day this happened I checked mags off, primed and pulled the prop down an inch or so. It fired. It wasn't a complete start; it just fired and quit, but the damage was done as you can see from the hospital photo. This happened June 18th 2009. I'm still wearing a compression glove to assist with lymphatics, and do exercises to regain strength and mobility of my broken left hand (5th metacarpal). This is hard to accept for a violin, guitar, and piano player. I'm still not playing as of today. At least I can now close the pilot's window semi-easily.

Soooo the lesson I'm sharing is... stay away from the prop... duh. I wasn't fast enough to stay clear of the arc even though I thought I was.

Anonymous

Pilot's Tip of the Week

Passenger Briefing

Featuring Susan Parson

"If you read the regulations, and we know everybody should have at least been exposed to the regulations at a certain point, in **Part 91.107**, specifically, the pilot in command has what I would call two specific jobs or tasks with respect to seat belts and shoulder harnesses. The first one: it says that you have a duty to brief passengers on how the seat belts work. You can't legally take off until you've told them

how to fasten and unfasten the seat belts. It may seem fairly obvious, but one of the things to keep in mind is that in many General Aviation airplanes, particularly the older ones, the seat belts don't work like the cars do. And people actually may need a little bit more of a briefing than you think they do. So don't take anything for granted. Assume that they need to know how to do it.

The second requirement that you have in Part 91.107, is you have to notify your passengers that they have to fasten their seat belts. So you have to tell them how to fasten and unfasten, but you have to tell them, also, that they must use their seat belts and shoulder harnesses if they are installed in the airplane before you take off, land or as the regulation says, "...*cause an aircraft to be moved on the surface.*" I think most of us would call that taxiing, but you know how legal language goes. So those are the two main duties with respect to seat belts.

Now the other thing that you probably need to include in this part of the briefing - it's a very good idea to brief your passengers on how to adjust their seat position - but really important, how to lock the seat in place. It would be really uncomfortable for your passengers if the seat suddenly started to shift. And I have certainly had that happen to me, but fortunately, not at a time when it was critical. But just imagine how dangerous it could be if you had a passenger who had not been told and had not been shown how to lock the seat in place, and make sure it didn't slide. The seat starts to slide back on takeoff, and the passenger just instinctively reaches out to grab the yoke, and you fill in the rest. It is not a pretty picture. So a briefing on seat belts, shoulder harnesses and seat adjustment is all a good thing to do."

Note: this does not constitute a complete passenger briefing, rather it is a reminder of one of the most important parts of the briefing.

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SUBJ: Engine Exhaust and Carbon Monoxide Detectors

SAIB: CE-10-19 R1

Date: March 17, 2010

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) advises the owners and operators of general aviation (GA) aircraft of an airworthiness concern, specifically the need to inspect properly and maintain the exhaust system to prevent carbon monoxide leakage into the cabin and to install a commercially available carbon monoxide detector in the cabin. This revision adds the Federal Aviation Administration (FAA) Technical Center library website and revises the recommendation section.

At this time, this airworthiness concern is not considered an unsafe condition that would warrant an airworthiness directive action under Title 14 of the Code of Federal Regulations (14 CFR), part 39.

Background

This SAIB is in response to a National Transportation Safety Board (NTSB) investigation of an accident on December 17, 2000, where a Beech Model BE-23 aircraft impacted terrain killing the commercial-rated pilot, the sole occupant of the airplane. The NTSB determined the probable cause of the accident was in part "the pilot's incapacitation due to carbon monoxide (CO) and a fractured muffler."

The FAA tasked Wichita State University to conduct research that focuses on carbon monoxide safety issues as they apply to general aviation products. A technical report titled "Detection and prevention of carbon monoxide exposure in General Aviation Aircraft, Document No. DOT/FAA/AR-09/49, dated October 2009" was published, and is available from the National Technical Information Services using the contact information noted below, and is also available electronically at <http://www.tc.faa.gov/its/worldpac/techrpt/ar0949.pdf>. The report shows that 43 commercially available CO detectors, sampled from each of the five sensor technology types (biometric, electrochemical, spot, infrared, and semiconductor) were surveyed to determine the most appropriate sensor technology. The electrochemical sensor-based CO detectors were found to be most suitable for use in the GA environment. Limited field testing using

portable electrochemical CO detectors was conducted in two GA aircraft models to determine the best location for a CO detector. Based on the analyses of collected CO data, the instrument panel appeared to be the best location for the placement of CO detectors. The report notes that, to increase the probability of being able to detect at least 50 parts per million (PPM) anywhere in the cabin, the CO detector should be set at a lower alarm threshold of 35 PPM. Performance parameters and specifications of various CO detectors (available on the market) were compiled into a database as shown in Tables B-2 through B-5 of the technical report.

The FAA recommends that you do the following:

1. Consider the information in the technical report, and use a CO detector while operating your aircraft. FAA Aviation Safety
2. To detect leakage of gases into the cabin due to cracks in the exhaust system, conduct engine run up tests with cabin heat on and check for CO in the cabin with a hand-held CO detector during 100 hour and annual inspections.
3. Continue to inspect the complete engine exhaust system during 100 hour/annual inspections and at inspection intervals recommended by the aircraft and engine manufacturers in accordance with their applicable maintenance manual instructions.

For Further Information Contact

Sarjapur Nagarajan, Aerospace Engineer,
FAA Small Airplane Directorate, 901 Locust,
Kansas City, Room 301, Missouri 64106; phone:
(816) 329-4145; fax: (816) 329-4090; email: sar-
japur.nagarajan@faa.gov

For Related Information on the Technical Report,
Contact:

U.S. Department of Commerce National Technical
Information Services (NTIS) Alexandria, Virginia
22312
(703) 605-6000 or 1-800-553-6847

Summary of discussions and vote regarding Bede 5

Background

With the Bede 5 project coming close to completion, discussions were held during the Thursday morning coffee session in early February regarding what would happen to the project post completion. At the request of Bill Engle, project coordinator, the topic was brought up at the February 2010 membership meeting. As chair of that meeting, vice-president Kent Lynch introduced the issue to the membership and offered some of the previously discussed options. Bill stated his suggestions and moved that the membership be given the final vote on how the project would be used. (For exact wording of motion, refer to secretary's notes on February 2010 meeting).

A proposed set of options was posted in the newsletter in late February and sent out to member e-mail addresses when the web site appeared to have problems. At the March 2010 membership meeting, a written vote was taken based on the options presented in February. No other options were received between the February and March meetings. Bill provided further commentary and requested that the membership also consider a delay in the decision making process until October 1, 2010. The membership was given the opportunity to mark a first and second choice on each ballot and also to note if a delay was appropriate.

Summary of vote results

There were 21 participants at the March 11, 2010 meeting. 19 ballots were returned, with the assumption that two were not members or chose not to vote. The leading option was to donate the plane to Wheels of Time museum with 11 x "first choice" votes and 4 x "second choice" votes. A clear majority of 58% as a first choice and 79% with both first and second choice. There were 8 votes indicating a delay in decision making was warranted (42%).

Detail of vote (see nest page)

| | First Choice | Second Choice |
|--|---------------|----------------------------|
| Option 1: Develop the project as a mobile educational device. | 0 | 4 |
| Option 2: Use as an exhibit inside the EAA Chapter hangar. | 2 | 1 |
| Option 3: Use as a display on the Mt. Hawley airport grounds. | 0 | 0 |
| Option 4(a): Donate the project to Wheels of Time museum. | 11 | 4 |
| Option 4(b): Donate the project to the airport authority as a display in the new PIA terminal. | 1 | 7 * |
| Option 5 (write in): | 1 x undefined | 1 x use as wind tee at 3MY |
| Delay until 10/1 (write in): | 4 + 4 ** | 1 |
| Total votes | 19 | 18 *** |

Notes

* Most of the 4b options as second choices, came along with a selection of 4a as the first choice, indicating that the individual believed that a donation to one of the two options was preferable.

Pearls of Wisdom

By
Will Rogers

If you find yourself in a hole, stop digging.

The quickest way to double your money is to fold it in half and put it back in your pocket.

There are three kinds of men: The one's that learn by reading. The few who learn by observation. The rest of them have to pee on the electric fence to find out for themselves.

Good judgment comes from experience, and a lot of that comes from bad judgment

If you're riding ahead of the herd, take a look back ever now and then to make sure it's still there.

Letting the cat out of the bag is a whole lot easier than putting it back in.

After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him. The moral: When you are full of bull, keep your mouth shut.

ABOUT GROWING OLDER

The older we get, the fewer things seem worth waiting in line for.

You know you are getting old when everything either dries up or leaks.

I don't know how I got over the hill without getting to the top.

Long ago, when men cursed and beat the ground with sticks, it was called witchcraft. Today it's called golf.



stamp

ILLINOIS VALLEY CHAPTER 563

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address

APRIL

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|---|---|--------------------------------|-------------------------------|--|---------------------------------|-----------------------------------|
| MARCH S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 | MAY S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 | | | 1 | 2 | 3 <i>1ST BREAKFAST</i> |
| 4 <small>Emancipation Day</small> | 5 <small>Emancipation Day (Canada)</small> | 6 <small>Labour Day</small> | 7 | 8 <i>MEMBERSHIP MEETINGS 7:00 P</i> | 9 <small>Good Friday</small> | 10 |
| 11 | 12 | 13 | 14 <small>New Moon</small> | 15 <i>DIRECTORS MEETINGS</i> | 16 | 17 <i>SECOND BREAKFAST</i> |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

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.