



Illinois Valley Beacon

September 2010

Chapter 563 Chartered in 1976

Volume 17 Issue 09

The **First Breakfast** will be held on the **First Saturday, September 4th**, in the EAA Hangar from 8:00 to 10:00.

The **Regular Membership Meeting** will be held on **the Second Thursday, September 9th**, at the Chapter 563 Hangar starting at 7:00 pm.

The **Second Breakfast** will be held on the **Third Saturday, September 18th**, in the EAA Hangar from 8:00 to 10:00

The **Directors Meeting** will be held on the **Third Thursday, September 16th**, in the EAA Hangar starting at 7:00 pm. All members are welcome to attend.

EAA Chapter 563 August 12th 2010 Chapter Meeting Minutes

Meeting called to order by President Bob Young at 7:05pm at the Chapter Hangar.

Secretary's Report:

The minutes from the July meeting were accepted as posted in the newsletter.

Treasure's Report:

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

Old Business:

A discussion of the Mt Hawley open house to be held August 29th. The chapter will do the cooking to provide both breakfast and lunch. Food for lunch will be provided by the Peoria Airport Authority. There will need to be quite a few chapter members to help cook and serve that day. On Saturday from 2:00 to 4:00 there is a need for volunteers to help move table, chairs and other items up to the FBO hanger. Those that are going to help cook and serve breakfast need to be at the FBO by 6:30 am on Sunday. There will also be a table set up and maned by members to provide information about EAA and our local chapter and Young Eagles as well as the raffle. A sign up sheet

was provided for volunteers to sign up for when they can help'

New Business:

With no new business to conduct the meeting was adjourned and Chris Tate introduced our speaker for the evening.

Traig Zeigler is a new sport pilot..

Traig talked about his experience while learning to fly with Adama Allmond was his instructor and some of the differences between the Sport Pilot License training and what would be required to acquire the Private Pilot License. At the age of 40 Traig decided to learn to fly under the Sport Pilot rules. This was Adama's first sport pilot applicant he provided training for. On February 10th Traig took the written for both the Sport and Private Pilot written tests. He thinks that it will be at least a year before he attempts to take additional instruction and then take the flight test for his Private ticket. Both Traig an Adama found interesting requirements by the examiner for the verbal test. If anyone is thinking about getting instruction for a Sport Pilot license you may want to spend some time talking to both Traig and Adama.

Respectively Submitted;
Your Secretary Donald Wolcott

Young Eagles Forum at Airventure 2010

On Monday, July 26, 2010, I attended a Young Eagles forum at Airventure. This forum was moderated by Jim and Sandy Dukeman from the Raleigh, NC area. They are stand-alone "Territory Reps" as well as members of 4 chapters in the Raleigh area. The forum was intended to act as an idea exchange as well as a download on best practices.

About 75% of the forum was about insurance concerns and processes. There appears to be a significant amount of confusion about what is covered by the EAA umbrella policy and what isn't. Chapter events are definitely covered when the forms are all filled out. Individual events by chapter members without chapter overall participation, did not seem to be eligible for the umbrella coverage. A "Territory Rep" like the Dukeman's can do Young Eagle events on their own, without chapter involvement, and get the umbrella coverage. This may need to be reviewed by individuals to insure that their insurance will cover an event when the chapter is not involved.

There was a bit of discussion on how to set up and man Young Eagles events. They were very firm that there needs to be someone in command on the ground that isn't worried about flying or other activities. If it is a small event, one person could probably handle control of all activities (my interpretation). The Dukemans were talking about events, though, that were in the hundreds of kids flown category. The largest event that they were involved in flew over 600 kids and involved 18 aircraft. At the level of "hundreds of kids", they noted that the chapter would need an overall boss (probably the Young Eagles coordinator), as well as an "air boss" and a "ground boss". It may also require some assistants as the event grows. Someone, though, regardless of the size of the event, needs to be in charge in order to deal with parental concerns and issues.

How long should flights be, was also a key discussion. There is a tendency to try and make initial rides too long. You want the Young Eagle to enjoy the flight and hunger for more, rather than wonder when the ride will be over. The recommendation was to make the initial ride no more than an expanded traffic pattern. Perhaps, no more than 10 minutes or so. This also has the side benefit of keeping the child reasonably within visual contact with the parent, and keeping the airport in sight of the child. If the experience is positive, then the child can get back in line and take another flight. It is recommended, in this case, that the child fly with another pilot/aircraft in order to experience more variety. At the 600 child event, one young lady was having enough fun that she went back in line over and over eventually flying with all 18 pilots. Finally, how to attract people to an event was discussed. There didn't seem to be much of a cookbook approach to that topic. Sending out

handbills at schools definitely didn't work. Most of them just got thrown away on the school yard, annoying the school administration. Gradually building up relationships with groups over time, seemed to work out the best. Followed by lots of advertising, which is a time and financially consuming process. Some level of consistency is required, such as running an event at the same time of the year, each year. Trying not to compete with times when school sports are ongoing, is also good advice.

It sounded like there were consistent issues with everyone, including trying to get enough chapter members involved to make an event successful. It may be beneficial to see if we have a "Territory Rep" in this part of the world to share ideas with. The warning was also expressed that you may not want to ask a question of EAA headquarters, unless you are willing to volunteer for a job, if an incumbent is not available.

Kent Lynch
Vice president – Chapter 563

This was a real screw-up between the FAA and local governments. And it could happen to you.

This is an interview with John King

Email from Traig Zeigler

Don't know if you or others have heard about this, but this past Saturday, John & Martha King were intercepted by police after landing in Santa Barbara. The N-number for their Cessna 172S had previously been assigned to a 150 that had been reported stolen about 9 years ago, and amazingly, this was the 2nd time that an operator of this 172S has been intercepted by police because of the same mix up. The link below is to a good write up (and video interview with John King) at AOPA's website.

Our friend Jack Holland was stopped the same way while ferrying an Ag Cat back from Texas. I don't remember what the stolen plane was, but it was pretty obvious in that case that the airplane was not the stolen one.

http://www.aopa.org/aircraft/articles/2010/100830kings.html?WT.mc_id=ebrief

The Mt. Hawley Open House was a success last Sunday, due in part to the involvement of EAA Chapter 563 volunteers. The volunteers provided breakfast from 8:00 till 10:00 and lunch from 11:00 till 3:00. We served approximately 50 at breakfast and probably 100 or more at lunch.



The Chapter GB Project was offered to the public all day. Raffle tickets were sold for a drawing to be held in early December at the Chapter Holiday Dinner.



Several new and interesting airplanes attended this year. Jeff Greens canard/pusher Piaggio P.180 was one.



A beautiful, pressurized airplane that seats nine passengers and can be flown by one or two pilots.

The TBM Avenger was here again. The big, round engine thrilled the crowd during the several fly-bys during the afternoon.



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MINUTES OF EAA 563 BOARD MEETING
August 19th 2010 at the Chapter Hanger

The meeting was called to order by Chapter President Bob Young at 7:05 pm. Those in attendance were Bob Young, Kent Lynch, Morrie Caudill, Don Wolcott, Al Phipps, Chris Tate and visitor Greg Lepine. This constituted a quorum.

Secretary's Report:

There was no board meeting in the month of July due to a lack of a quorum, therefore there were no minutes to be approved.

Treasure's Report:

Treasure Jerry Pilon was out of state and unable to be at the meeting to read the treasurer's report.

Young Eagles Report

Al Phipps reported that he has been contacted by the local Young Navy Cadets about holding a Young Eagles Event on either October 16th or 17th. The date will be determined by how many pilots can fly on either day.

Old Business:

Jerry Pilon, Phil Jones and Barry Logan are going to work together to put together the costs for repairing the hanger to be submitted and paid.

Discussion about what will be served for breakfast at the Mt Hawley open house. It was decided that we would serve eggs. The menu would consist of sausage, pancakes, applesauce in individual containers. For silverware we will need to purchase individually wrapped plastic silverware with napkin included.

It was decided that everything that needs to be moved from the hanger up to the FBO will be moved on Saturday the 28th from 2:00 to 4:00. A signup sheet will be provided at the breakfast on Saturday the 21st for volunteers to help move on Saturday and those that can help cook and serve on Sunday.

New Business:

It was decided to hold a raffle at the open house for the pedal car and some other items being donated. These items included a helicopter ride in Jeff Green's Helicopter and some motel rooms at the AMERICINN. The cost of the tickets will be \$5.00 each. Kent Lynch volunteered to contact the City or County about getting a permit to hold the raffle and complete what forms that are needed. The drawing for the pedal car will be held in early December, probably at the Chapter Christmas Party.

The meeting was adjourned at 8:15 pm

Respectively Submitted;

Your Secretary Donald Wolcott



ILLINOIS VALLEY CHAPTER 563

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stamp

address

SEPTEMBER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
AUGUST 4 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	OCTOBER 8 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 Last Quarter	2	3	4 <i>BREAKFAST</i>
5	6 Labor Day	7	8 New Moon	9 <i>MEM. MEETING</i> First Day of Week (Holidays)	10	11
12 Eosoprosos'Day	13	14	15 First Quarter	16 <i>DIR. MEETING</i>	17	18 Full Moon
19	20	21	22	23 First Day of Eclipse First Day of Full Full Moon	24	25
26	27	28	29	30 Last Quarter		

The Regular Chapter 563 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.