



Illinois Valley Beacon

November 2010

Chapter 563 Chartered in 1976

Volume 17 Issue 11

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

The **Regular Membership Meeting** will be held on the **Second Thursday, November 11th, at the Greater Peoria Airport "OLD" Terminal Building, on the third floor**, starting at 7:00 pm. We will tour the new terminal building.

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

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

PAY ATTENTION

To the location of the November Membership Meeting.

We are able to get a personal tour of the new terminal building at the Greater Peoria Airport on the night of Nov. 11th membership meeting.

We will meet at 7:00 PM on the third floor of the old terminal building to receive hard hats and safety glasses. Please be on time.

We will hold a short meeting after the tour to elect officers and directors for the coming year.

EAA Chapter 563 October 14th 2010 Chapter Meeting Minutes

Meeting called to order by President Bob Young at 7:03pm at the Chapter Hangar.

Secretary's Report:

A motion was made by Jerry Pilon and seconded by Morrie Caudill to approve the minutes from the September meeting be accepted as posted in the

newsletter, approved by voice vote.

Treasure's Report:

Treasure Jerry Pilon stated that he didn't have a report to read.

Old Business:

Al Phipps reported on the upcoming Young Eagles event scheduled after breakfast Saturday the 16th.

Al indicated that three pilots had volunteered to fly Young Eagles. Al still needed volunteers to provide ground support.

New Business:

Bob Young asked Kent Lynch to explain the EAA Air Academy Summer Camp for kids and discuss the possibility of the chapter providing a scholarship for 2 children from our local community. The criteria for winning a scholarship will be determined at a later date. The Chapter can use points EAA awarded for flying Young Eagles to help pay for the scholarships. The consensus of opinion of the members in attendance was to continue planning for the scholarships.

Bob Young and Kent Lynch just returned from an EAA Forum held for Chapter officers to help in growing the membership. Kent used a power point presentation of his making to explain the things

WIENERMOBILE SYSTEMS CHECK: WE ARE 'GO' FOR LUNCH!



PURCHASE THIS PHOTO AT PJSTAR.COM

RON JOHNSON/JOURNAL STAR

Richard Bartel of Peoria gives the Oscar Mayer Wienermobile an under-the-chassis inspection during a stop Tuesday afternoon at the Hy-Vee store on Sheridan Road. The Madison, Wis.-based company has six wiener-shaped vehicles that travel the nation daily.

They say curiosity killed a cat. Looking at the bottom of a wienermobile could kill a Bartel. You will have to ask Dick if there was mustard and onions under there.

that can be done and the help that EAA will provide to help the Chapter determine how it wants to grow and be an influence in the community in the future. For those that were not at the meeting or just want to study the material in more detail please contact Kent Lynch to have him give you more information.

EAA suggest that three positions for volunteers that are very important to the Chapter.

1. A safety officer to oversee all safety issues for any Chapter event.
2. A Young Eagles Event coordinator that is responsible for running a Young Eagles event from an operational standpoint. This allows the pilots and ground personal to do their jobs without worry about the overall operation.
3. A Chapter greeter who's job is to welcome and introduce visitors that attend Chapter meetings and events.

These items will be discussed at the next board meeting.

Chris Tate introduced the speaker for the evening. Ron Wright, a Chapter member, is building a fully enclosed airplane that will meet the ultra light weight limits. This plane is a design created by Ron and a friend. They are building two planes at the same time. Ron named the plane a Cubby. Ron has built and owned several planes over the years. Ron's project is in the hanger and he indicated if anyone has any questions or would like to help check with him. This is a project worth following.

Respectively Submitted;
Your Secretary Donald Wolcott

MINUTES OF EAA 563 BOARD MEETING

October 21st 2010 at the Chapter Hanger

The meeting was called to order by Chapter President Bob Young at 7:04 pm.

Those in attendance were Bob Young, Kent Lynch, Morrie Caudill, Don Wolcott and Jerry Pilon. This constituted a quorum. Visitor Greg Lepine was also in attendance

Secretary's Report:

The September board meeting minutes were read by Don Wolcott. Kent Lynch made motion to accept as read, seconded by Bob Young and approved by voice vote.

Treasure's Report:

Treasure Jerry Pilon presented a report comparing cash flow to date to the same period in 2009. the report showed an improvement over 2009. After some discussion the report was approved as presented.

Old Business:

The hanger rental agreement with Peoria Airport Authority was found and was last signed in 1996. There were notes hand written on the agreement indicating rental increases. Morrie stated that he sent out raffle tickets to members to sell to anyone that might want a chance to win the Gee Bee pedal car drawing at the Christmas party.

New Business:

The next Regular Chapter meeting will be held 11/11/10 at the new airport for a tour of the facilities. Everyone is to meet on the third floor of the old terminal at 7:00pm before going on the tour be sure and be on time . Also the election of officers and board members will be held prior to the tour. Following is a list of candidates for election as presented by the nominating committee.

President	Bob Young	Vice
President	Kent Lynch	

Secretary	Donald Wolcott	Treasurer	
	Jerry Pilon		
Directors	Morrie Caudill	Chris Tate	V.
	Marty Martin		

There will be nomination taken from the floor at the next Chapter meeting 11/11/10.

There was considerable discussion about the need for a Young Eagle Coordinator to run the actual event. This person would be someone else other than a pilot flying Young Eagles so full attention can be directed to the operation of the event. This person would also coordinate the process of providing the annual scholarships to EAA Air Academy Summer Camp.

Also discussed the need for someone to be a greeter of attendees of Chapter functions. This person would gather information from visitors and would introduce them to the rest of the attendees at the event. This may also require have all members have a name tag to leave in the hanger and wear when they attend and event at the hanger. Kent Lynch stated he would look into what type of name tags to use and what the cost would be.

The meeting was adjourned at 8:47

Respectively Submitted; Your Secretary Donald Wolcott

FLYING INFORMATION

Flying Information - Just A Quick Review

- Both optimists and pessimists contribute to society. The optimist invents the airplane, the pessimist, the parachute.
- If helicopters are so safe, how come there are no vintage helicopter fly-ins?
- Death is just nature's way of telling you to watch your airspeed.
- Real planes use only a single stick to fly. This is why bulldozers and helicopters, in that order, need two.

- There are only three things the co-pilot should ever say:
 1. Nice landing, Sir.
 2. I'll buy the first round.
 3. I'll take the fat one.
- As a pilot only two bad things can happen to you and one of them will:
 - a. One day you will walk out to the aircraft knowing that it is your last flight.
 - b. One day you will walk out to the aircraft not knowing that it is your last flight.
- There are Rules and there are Laws. The Rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were ordained by nature. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.
- About Rules:
 - a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
 - b. If you deviate from a rule, it must be a flawless performance. (e.g., If you fly under a bridge, don't hit the bridge.)
- The ideal pilot is the perfect blend of discipline and aggressiveness.
- The medical profession is the natural enemy of the aviation profession.
- Altitude is speed. Speed is life. Never run out of airspeed, altitude, and ideas at the same time.
- Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.
- Before each flight, make sure that your bladder is empty and your fuel tanks are full!
- He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

- There are certain aircraft sounds that can only be heard at night.
- The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.
- Flying is a great way of life for men who want to feel like boys, but not for those who still are.
- Flying is a hard way to earn an easy living.
- "If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs."
 - President, DELTA Airlines
- In the Alaska bush I'd rather have a two-hour bladder and three hours of gas than vice versa.
- It's not that all airplane pilots are good-looking. Just that good-looking people seem more capable of flying airplanes.
- An old pilot is one who can remember when flying was dangerous and sex was safe.
- Airlines have really changed; now a flight attendant can get a pilot pregnant.
- I've flown in both pilot seats; can someone tell me why the other one is always occupied by an idiot?
- Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.
- There are only two types of aircraft: fighters and targets.
- The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.
 - You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, you weren't nauseated by the food. So you're grateful.

Holiday Dinner

This is the first notice of the annual event the Chapter has every December. Our Holiday Dinner is an evening out with the other members and their significant others. The dinner will be held December 11th at Bernardi's Restaurant in the Lake of the Woods Plaza on Rt. 401.

We'll meet at 6:30 for cocktails and dinner will be at 7:00. The menu this year will be family style chicken with sides of spaghetti and ravioli. All you can eat and if there is any left over you can take it home.

There will be another notice in the December newsletter and a few email notices also.

OBITUARY

I was sorry to see the obit for Albin (Al) Lange today. Al was a Chapter member a while back and was a prominent member of the GA community at Greater Peoria Airport.

Al owned N6967M, a 1947 Stinson Station Wagon that he had completely redone in the mid 1990's. He had the plane aluminized and the Franklin engine was majored. He didn't fly it very often and took great care to protect it from the elements when it wasn't active.

In the early 1950's that airplane was owned by Al and four other guys among which was my friend Bill Bevis. Bill took me for my first ride in a GA airplane in that Stinson. It so happened that three of the partners lived out of town and flew it very little and Al and Bill had it most of the time.

One of the stories I was told was that during an engine overhaul, the crank shaft was sent out for inspection and on the way back the freight truck was hit by a train and they got a new shaft as a result.

I looked the plane up on the FAA Registry and it appears it is owned by a man in Chicago and the aircraft registration certificate has been revoked. I don't know what that means.

Al was a Marine in WW II and was always standing tall in his jump suit at the local events. Al will be missed in this neck of the woods.

GB PEDAL PLANE



Don't forget your GB Pedal Plane tickets if you want a chance to win this great gift for a child. If this raffle is successful we will consider making one of these again next

year. There are many different models to choose from.

OIL ANALYSIS

For many years I have been doing oil analysis every oil change for N2575J. The cost has increased over the years (\$16.50) but I think it is the best way to watch the health of you engine change. And change it will.

There are many oil additives that cost more that that per oil change, and while they may not do any harm, you will never know if they are doing any good. I guess if it makes you feel better to have an additive in your engine, they have accomplished something after all.

I change oil every 25 hours and do not have an oil filter. I feel that 25 hours without a filter is better for the engine than 50 hours with a filter. Aircraft engines have a lot of blow by which contains water from the combustion of gasoline and Nitrous Oxides that when mixed with the water make an acidic solution that causes corrosion of the ground surfaces on cams and cranks. They only way to prevent it is to change oil frequently. If you are only flying 50 to 75 hours a year, you will only change oil once or twice a year. That means the engine sits more than it runs and corrosion has more time to act.

The analysis measures 10 different metals that accumulate in the oil and you can determine from the numbers (parts per million) if the engine wear is normal or increasing, and what part of the engine it is coming from. Iron is from cylinders, Magnesium from rear cases, Nickel and Copper from valve guides, Aluminum from bearings, Lead from gasoline, and Silicon from dirt that passes the air filter.

It's a good tool if you choose to use it.

The Chapter President and Vice President attended a two day seminar at EAA Headquarters and brought back this new information concerning Young Eagles.

EAA Young Eagles Flight Plan

Step 1 – Young Eagles Flight with approved pilot. Ensure that Young Eagle has appropriate paperwork and is entered into the EAA Young Eagle database. Also, ensure that the Young Eagle has received a logbook with Sporty's code.

Step 2 – With logbook, the Young Eagle has access to Sporty's Complete Private Pilot Training Course. Generally, it is recommended that participant be 13 years old, or older, to get the best benefit from the Sporty's course. For more information, see: www.youngeagles.org/sportys

Step 3 – Completion of Part 1 of the Sporty's Training Course qualifies the Young Eagle for a voucher from EAA for a free flight lesson. The voucher is worth \$120 and can be used with a registered flight school. This offer is restricted to Young Eagles ages 14 – 19. The flight school must register on the Young Eagles web site.

For more information see: www.youngeagles.org/lesson

Step 4 – Completing the full Sporty's Training Course makes the Young Eagle eligible for funding for further flight training. These funds are in the form of \$1,500 flight awards and \$7,500 scholarships to be paid to a flight school of the student's choice. This program is eligible for students between the ages of 16 – 20.

For more information, see: <http://www.youngeagles.org/programs/scholarships>

General note: If the Young Eagle flight was completed prior to the Sporty's program being available, and did not receive a logbook, the Young Eagle can go on-line and request an access code at www.youngeagles.org/sportys. This program is retroactive to all Young Eagles in the appropriate age groups for each step. There will also be a free student EAA membership available late in 2010 for students under 19 years of age. This gives them access to a number of on-line resources, including an electronic copy of Sport Aviation magazine. While you are at it, sign up their parents for a free 6 month EAA membership at www.eaa.org/chaptertrial.

President: Robert Young, 105 E. Northgate Rd., Peoria, IL, 61614, Ph. 453-5602, rwyoung77@hotmail.com
Vise Pres. Kent Lynch, 8906 N. Ford Rd., Edwards, IL, 61528, PH. 251-1998, flyingfarm@telstar-online.net
Treasurer: Jerry Pilon, 110 WindRidge Dr., Washington, IL 61571, Ph. 745-1139 plongt@hotmail.com
Secretary: Don Wolcot, 7204 Dogwood Ln., Brimfield, IL. 61517, Ph. 446-9568 donwolcott@sbcglobal.net
Nsletter/Web Editor: Morrie Caudill, 5320 N.Sherbrook Ln., Peoria, IL. 61614, Ph. 691-3613 flyvfr@comcast.net
Technical Advisor: Al Lurie, 605 E. Armstrong Avenue, Peoria, IL. 61603, Ph. 682-1674
Technical Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729 sesisk@mtco.com
Young Eagles: Marty Martin, 4509 Constantine Av, Peoria Heights, IL. 61616, Ph.453-1259 vwmartin@nelson-tel.net
Flight Advisor: Sam Sisk, 7214 W. Legion Hall Rd., Dunlap, IL. 61525, Ph. 243-5729 sesisk@mtco.com



stamp

ILLINOIS VALLEY CHAPTER 563
5320 N SHERBROOK LN
PEORIA IL 61614-4851

address

NOVEMBER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		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			

Handwritten Red Text:

- PEORIA AIRPORT TERMINAL TOUR
- @ 7:00 MEET ON 3RD FLOOR, OLD TERM.
- DIR. MEETING
- 1ST BRKFST
- 2ND BRKFST

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.