



Another Year

Well folks. Here it is New Years Eve and it's just you and I, sitting here watching it snow, drinking a Manhattan, and thinking about the year past and looking forward to the one coming tonight.

This is supposed to be about EAA and airplanes so I'll try to keep my commentary on that subject. The Chapter had a good year in spite of some Up's and Down's. The Up's were things like great speakers at the Chapter meetings thanks to the hard work done by Chris Tate. That's one of the most demanding responsibilities of all the Chairmen on the board of directors.

Another was the sponsoring of the Ford Tri-Motor from Oshkosh. A lot of work getting sponsors and the planning and coordination it took to move the plane to Pekin for their Airplane Days was due to the hard work of your President Bob Young and his committee. I'm sure the members that volunteered to work those three or four days got as much pleasure being around the aircraft as I did. One of the Downer's is, the compensation we received was not commensurate with the amount of work it required. That will be considered the next time they offer the sponsorship.

The next Upper I'll mention is the formation of the Aviation Explorer group that has been Chartered by the Chapter. Nine or ten young men and woman have formed a group, directed toward a career in aviation, and they have been meeting every month at the hangar after the bimonthly breakfasts. They have a project that they work on at every meeting. It's an aluminum tool box that incorporates several different rivets and the "drill and de-burr" sequence that you go through when building an airplane. They have made visits to places of interest and have a schedule planned for the coming year. Rob Meyer has done a great job bringing these young people to General Aviation and Chapter 563.

There were others, but the last Upper I will mention was the last event of the year, the Annual Christmas Season Dinner when we can all get together for an evening of eating good food and talking to nice people. It's funny, I don't think airplanes were mentioned all evening.

Well, the Manhattan just ran out so I think I will end this.

The coming year is going to be full of the usual challenges. Elect officers. Not easy folks. There are no volunteers coming forward and we need new faces. Most of the officers have held their position, or some other, several times. It's not a lot of work, but the Chapter officers and Directors are the back bone of the Chapter. It's time you did your part. Get involved, be an active member. We have a budget for 2013 (see page 2). We are a 501 c/3 organization and we have to account for our income and outgo.. The Chapter bank account is very healthy due to the diligence of your officers. New committee chairmen have been assigned and there is a need for volunteers to serve on their committees, to help do the planning for the coming meetings, breakfasts, and other activities. If you are not involved you are missing out on interacting with a great group of people.

Goodbye 2012, Hello 2013.

Happy New Year Everyone

The Pazmany

Email from Greg LePine on Wed. 12-19-12

Yesterday, Tuesday 12-18-12 was the 108 anniversary of the Wright bros 1st flight. Well, history repeated itself yesterday too. At approx 1:15PM with 20mph winds from the south the Paz tail came up and went air born 20ft up for about 100 feet down the runway, piloted by non other Ron Wright, (one of the Wright Bros descendants).
Greg



The Chapter Budget for next year

The budget listed below has been put together by your board of directors. Please read it and if you have any questions, bring them up at the next meeting when it will be voted on.

Proposed 2013 Budget Dated 12/21/2012

Category Description	2013 Proposed	2012 Budget
INCOME		
Aircraft Project Rent	200.00	200.00
Breakfast Income 3000.00	3000.00	
Div Income	0.00	200.00
Donations	500.00	0.00
Interest Inc	150.00	100.00
Membership Dues	1800.00	1800.00
Meeting coffee Fund	100.00	200.00
Other Inc	60.00	60.00
Pedal Plane Project	0.00	800.00
Rent from Tennents	5760.00	5760.00
TOTAL INCOME	11570.00	12120.00
EXPENSES		
Breakfast Expense	1000.00	1000.00
Hangar Rent	7600.00	8316.00
Insurance Bus	600.00	600.00
Membership Cmte	50.00	100.00
Misc	50.00	100.00
Pedal Plane	0.00	100.00
Program Cmte	50.00	300.00
Prop. & Safety Cmte	50.00	100.00
Public Relations Cmte	50.00	300.00
Publications Cmte	100.00	100.00
Special Events Cmte	100.00	300.00
Special Projects Cmte	100.00	300.00
Utilites	1700.00	300.00
Youth Outreach Cmte	1000.00	1000.00
TOTAL EXPENSES	12450.00	12916.00
OVERALL TOTAL	-880.00	-796.00

OneX 107

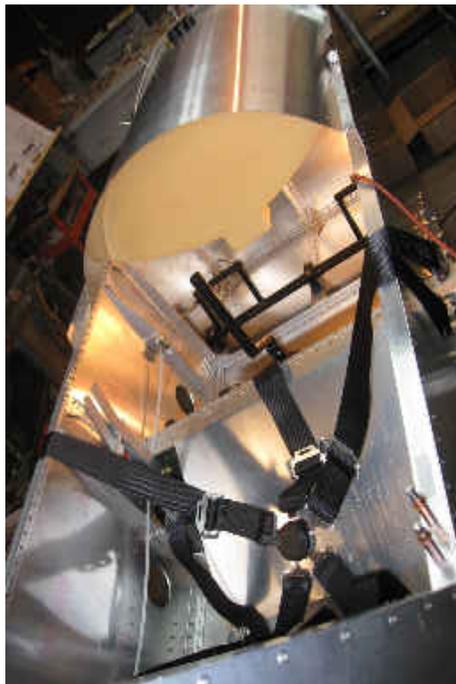
The saga of Onex 107 continues:

Let's see. I left off last month with the installation of the landing gear with one bad foot that turns outward. I haven't done anything about that except to notify Sonex of the problem. They want to wait till there is more weight on the gear until they make any decisions.

The next thing I did was to install the controls consisting of the elevator push rods and the rudder cables.

The elevator pushrods run down the right side of the fuselage through holes in the tail cone frames. You guessed it. Some of the holes line up and some of them don't. That means you have to work under the fuselage since the bottom sheet isn't on yet and using a keller burr and a file install the push rod, find the high spots, remove the push rod and file the holes until they fit without making that bad rubbing noise. That's hard on this old guy. Getting up and down is for young folks.

The rudder cables are the same challenge except they run down both sides of the fuselage. The sound that a steel cable makes rubbing on the edge of .020 aluminum could be heard above the running engine I'm sure.



The rudder pedals are another problem. They are in the front of course, under the fuel tank which is under the glare shield. Right under the leading edge of the seat is the main spar. It's not possible to get in under the fuel tank to install rudder pedals or connect rudder cables.

So—you have to devise ways to hold bolts, washers, and nuts at arms length and use long extensions

on the socket wrenches to do simple things that ordinarily take a few minutes.

The controls for the tail feathers are in and while I was waiting for delivery of a hardware kit for the nose wheel and steering I began to install the windshield.

The windshield is not formed. It's a flat sheet of Lexan that tucks in on each side of the glare shield. The front end attaches to an arched strip on the top of the fire wall and the back edge attaches to an aluminum strip that arches across above the panel. Neither of these pieces are pre-formed and when they slip out of their respective positions they fairly well explode. It's amazing how many times you have to assemble and disassemble these things before they fit.

Before the windshield can be installed I want to cover the glare shield with material instead of painting it. I bought an artificial leather looking fabric at JoAnn Fabrics that I like and I think I will put it on with contact cement. I may cover the panel with the same stuff. So far I haven't painted anything. The exterior will be polished and the interior will be bare aluminum.

I did install the tail skid/tie down. That involved drilling a 5/8 dia. hole through the rear spar of the vertical stab. I had to borrow a drill with a 1/2 inch chuck to do it. It took five minutes to drill the hole and three hours to get one bolt through the inside end of the tube. "Engineers."



The nose gear is next but I'll leave that for the next time. My friend in Tennessee will receive his Onex this week and I'll be helping him avoid some of the dead ends I've run into.

Keep looking up.

Explorer Post – Year End Review

In mid-2012 our EAA Chapter 563 agreed to sponsor a new Aviation Exploring Post for the Peoria Area. Exploring is a program administered by the Boy Scouts of America and the purpose is to expose high school age youth to careers in Aviation. The National EAA has signed a Memorandum of Understanding with the BSA confirming mutual goals with the EAA's Young Eagles Program. Since June we have recruited 13 Explorers and we have 10 adult volunteers from our EAA Chapter.

In addition we have flown 45 Young Eagles and 4 Eagles (the new program to encourage adults to start flying). We have conducted a fundraising program to provide some scholarships to the EAA Academy in Oshkosh for summer 2013. We have our new shirts for the Explorers and the adult leaders. They are a polo style in light blue with navy blue embroidery. Besides the EAA logo, the lettering includes Explorer Post 563 and their name/call sign. These shirts will help others identify us on future field trips to aviation events.

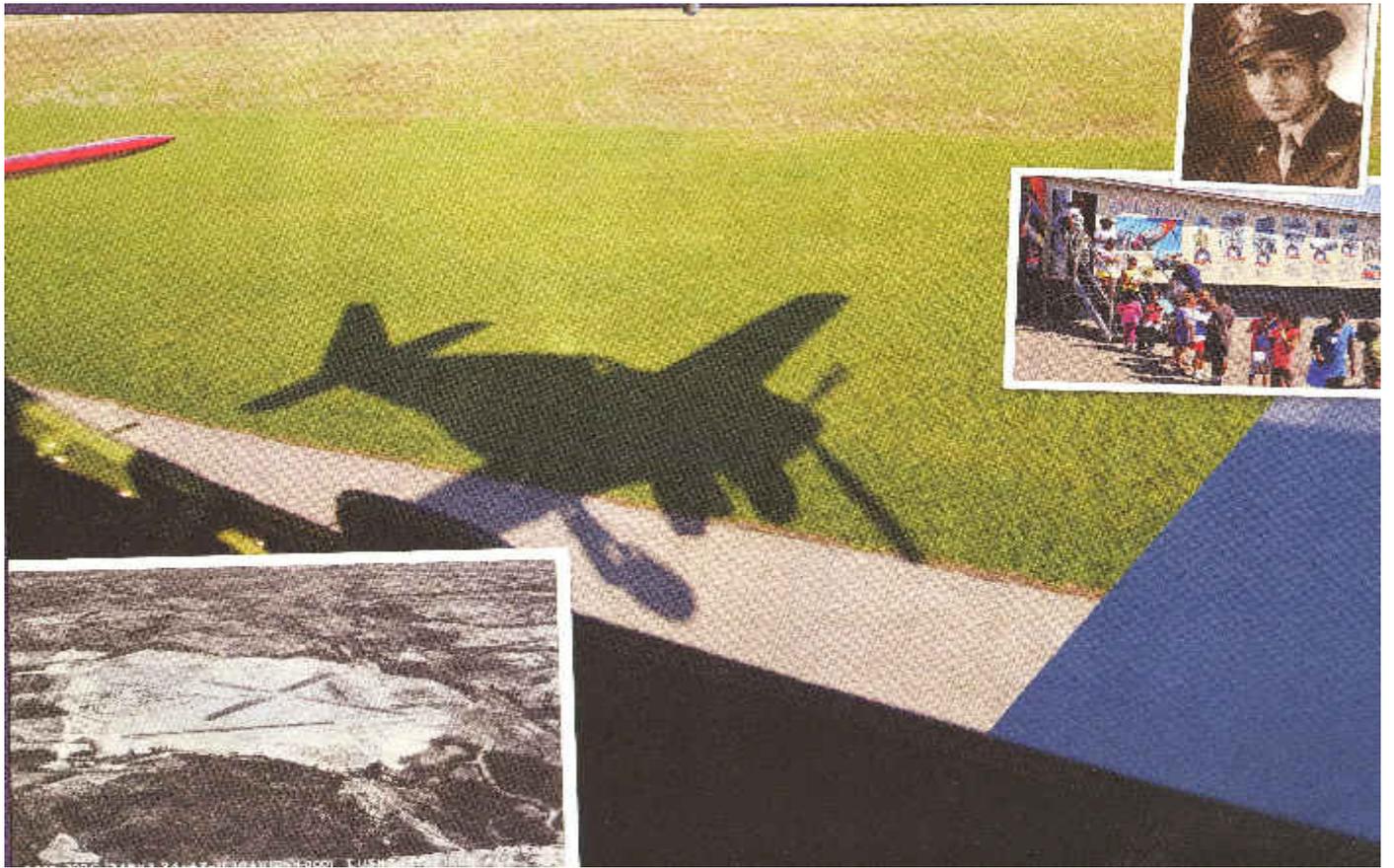
We have some momentum going into 2013 and we expect our youth programs to grow stronger in 2013.

Attached below is a log of our past and planned activities.

Peoria Aviation Exploer Post 563 at Mt. Hawley Airport	
2012 Activites and Plans	
5/5/12	Open House to Kick-off Program
6/2/12	Planning Meeting at Mt. Hawley
6/16/12	YE Flights at Pekin Airport Open House
7/7/12	YE Flights and Tool Box Project
7/14/12	YE Flights and Tool Box Project
8/4/12	YE Flights and Tool Box Project
8/18/12	Visit to Byerly (FBO, Maintenance, Charter)
9/1/12	No Meeting Labor Day Weekend
9/15/12	Tool Box Project
10/6/12	Chris Penningroth Presentation on F16 Pilot Career
10/20/12	Work on Tool Box Project
11/3/12	Life Flight Hanger Visit at PIA
11/17/12	3 Hour Tool Box Workshop
12/1/12	Behind the Scened tour at Peoria Airport
12/15/12	3 Hour Tool Box Workshop
1/5/13	Aviation Colleges and Programs
1/19/13	Springfield- Air Combat Museum
	Springfield LLCC for A&P program
2/2/13	3 Hour Tool Box Workshop
2/16/13	Visit Air National Guard at Peoria
3/2/13	Balsa Model Workshop
3/16/13	Flight Training School-Adama Almond

Please call me if you have questions, comments or suggestions.

Thanks,
Rob Meyer



CORPORATION OF MILITARY AVIATION						
JANUARY 2013						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	 SATURDAY
		1 <small>New Year's Day</small>	2	3	4	5 First Breakfast
6	7	8	9	10 Regular Meeting	11	12
13	14	15	16	17 Directors Meeting	18	19 Second Breakfast
20	21 <small>Warren's (father's) Birthday Observed</small>	22	23	24	25	26
27	28	29	30	31		

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.