

EAA CHAPTER

80

NEBRASKA IOWA



NEWS!

Visit Our Web Site
www.EAA80.org

August 2012

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100LL Aviation Fuel Transition

This year at Oshkosh I had the opportunity to attend a few forums. As one who hates to pay \$5 a gallon for avgas, I decided to listen to a few presentations on the future of 100LL. So here's what I learned, in about 500 words...

In 2007 "Friends of the Earth" petitioned the EPA to regulate the lead in Avgas. In 2008 the EPA issued new limits for atmospheric lead. Although the amount of lead emitted as a result of GA flying is relatively low, the fact that we've been eliminating sources of lead since the early seventies leaves Avgas as one of the largest sources of lead in the US today.

You might ask "Why does Avgas have lead in it in the first place?" The short answer is that high compression or turbocharged engines need the extra octane that lead provides.

So, how do we reduce lead emissions?

Option 1--stock two grades of fuel (100LL for the higher power engines & unleaded for the rest of us) or Option 2--come up with an unleaded 100 octane fuel. So why not use unleaded for the lower compression engines? Well, some people are, it's called mogas. It requires a STC, it's a little hard to come by at most airports, and tough to find without ethanol in most states. It does cut down on lead emissions, but the real problem is that while 70% of the GA fleet could run on a lower octane fuel, the remaining 30% are larger aircraft which constitute 70% of the demand for 100LL. If you really want to cut the lead, you have to find a replacement for that market segment.

There are two unleaded 100 octane contenders right now: Swift Fuel (100SF) and GAMI (100UL).

Swift Fuel is a mix of two hydrocarbons, Iso-pentane and 1-3-5 trimethylbenzene. The latter is relatively expensive (\$40/gal) using conventional refining methods, but Swift has developed a proprietary catalytic process that allows them to turn relatively cheap acetone into this high octane fuel.

GAMI on the other hand has developed a formulation using existing petrochemicals. Their plan is to patent the formula, and then license the production to existing suppliers.

Both fuels have shown good performance in the tests conducted to date, but there are many hurdles to overcome before we will see any in our tanks. The biggest obstacle is the certification process.

Again there are two paths. The first is to use the existing FAA STC process, which would require require a separate set of tests for each aircraft the new fuel is certified in. The second is the so called "blanket approval" for a "drop in" fuel. Up until recently that process didn't exist in the US. The good news is that a report released by the FAA's Unleaded Avgas Transition Aviation Rulemaking Committee (UATARC) outlines a path to blanket



Man! That was one good looking and entertaining speaker we had at the July meeting. Oops, can I saw that about myself? See the freedom, and recognition, you have as the Chapter 80 Newsletter editor. It is all yours by just volunteering. Photo from Dick Austin.

certification. The bad news however, is that unlike the lightning fast European approval of 94UL (designed for low compression engines), the FAA process will take at least 11 years, as outlined, assuming it's funded.

So what's next? Swift and GAMI are slugging their way through testing and certification. Continental is developing engines that will run on lower octane fuels or utilize diesel technology. Lycoming is taking a "wait and see" approach. The FAA is looking for funding...and I think I'm going flying while I can still afford it. Paige Hoffart

Thanks to Paige for answering the call for article inputs to the newsletter. Any takers for next month, which will really be my last newsletter. Will

August Meeting Time & Location

This month's meeting is Monday August 13th at 7PM at Hangar One at Millard airport in Omaha. The airport is still located on South 132nd Street between Q and Harrison. See ya there.

August Program.

Our very own Don Meyer will be talking about what he learned at AirVenture this year. Maybe those who went could also share some stories before and after the meeting with those of us who could not attend. I know I would appreciate any stories since my experience was limited to driving a 26 foot truck full of my household goods by while wishing I was there. My wife made me put on those blinders you see on horses so I wouldn't accidentally turn in.

EVENTS: (B) - Breakfast / (L) - Lunch
1st Sat Chapter 1055 (B) (0800-1000) York, NE
3rd Sat Chapter 569 (B) (0800-1000) Crete, NE
Aug 19th Fly-in (B) (0700-1230) Hartington, NE
Aug 26th Fly-in (B) (0800-1200) Vermillion, SD
Aug 26th Fly-in (B) (7-12) Iowa City, IA
Aug 26th 20th Wings fly-in Greenfield, IA
Aug 25-26 Airshow Offutt AFB, NE
Aug 26th Fly-in (B) (0730-1100) Fremont, NE
Sept 1st CAF labor day fly-in (B)(8-11) Council Bluffs, IA
Sept 2-3 Taylorcraft Fly-in Osceola, IA
Sept 15th Fly Iowa 2012 (0700-1800) Atlantic, IA
Go to <http://flyiowa.org> for more info
Set 21-23 Air Festival Fly-in Great Bend, KS
Sept 21-22 Southeast Iowa Air Show Burlington, IA
Oct 6th Classic & Antique Fly-in (L) Syracuse, KS
Oct 11-3th L-Bird Fly-in & convention Keokuk, IA
Oct 13th

Young Eagles - we have one planned for this weekend August 11th at Millard. Let Kathy know if you can help.

EAA's Grassroots Pilot Tour is coming!

We are planning to host Jeff Skiles, EAA Vice President, Chapters and Youth Education for our October meeting. He is part of the Grass Roots Pilot Tour which has EAA leadership team members fanning throughout the country meeting the members of EAA along with aviation enthusiasts. He will be talking about current aviation issues and what EAA is doing to grow participation in aviation and inspire the next generation of aviators.

The October meeting will most likely be on Wednesday the 10th. Watch the newsletter and your emails for updates.

Pilot's Bill of Rights

Congress passed and the President signed on August 3rd, the Pilot's Bill of Rights. What does this mean - well they say that the FAA should not find us guilty before we are proven innocent. Go to <http://www.govtrack.us/congress/bills/112/s3268/text> to see what the bill covers. My only question is, what does "in a timely manner" mean? This refers to when the FAA has to present to you the charges against you and the information they used to charge you. It an interesting read, but I am not a lawyer so I might be misinterpreting it.

Congratulations to:

Duayne Muhle, Columbus, NE for winning the "Paul Poberezny Founder's Award for Best Classic Homebuilt" for his 1986 Norton Robert Christen Eagle II, N32RN.

And

B. Kurt Muhle, Columbus, NE for winning the "Judges' Choice: Yak-52/CJ-6" with his nachang CJ6A, N2183X.

**EAA Chapter 80
Official Minutes
July 9, 2012**

The Chapter 80 EAA meeting was held at the Millard airport in the facilities of Hangar One. The meeting was called to order by President Bruce Callahan at 7:02 PM.

The minutes of the April meeting were accepted.

Treasurers Report: We have added about \$599 to the treasury and had expenses of \$370. The chapter net worth is \$9,394.00

Old Business: None.

New Business: Member Tom Wieduwilt stated that we are in serious need of a newsletter editor and a website editor. T.W. also stated that he has the Chapter 80 jacks in his hangar and they will need a new home soon. Newsletter Editor Will Kroeger stated that the June newsletter was his last. He is retiring and moving to Michigan soon.

Young Eagles: Young Eagles Coordinator Kathy Callahan handed out Young Eagles pocket-sized schedule cards. Kathy reported they will be out of town and Dale McClure could use some help with Young Eagles at MLE on July 14. The events after that are MLE on August 11 and Plattsmouth on Sunday, September 9 as part of the Harvest Festival.

Tech Counselor: Mike Howard stated there is nothing new.

Membership Coordinator: Nothing new.

Social: There will be a potluck dinner at PMV after the Young Eagles event.

Fly-out: None.

Builders Reports:

Brad Safford reported the pair of 601's they are working on are undergoing engine assembly and avionics decisions.

Ken Bahr reports he has the ribs and other small parts completed on his Sonex project.

David Strabbing reports he would like to sell his RV-6 kit. The wings have been partially constructed.

Raffle: The raffle was \$ 25.00 and was won by Jan Daniels. Jan donated her half back to the club.

Website: www.eaa80.org

Program: The program for the night was Will Kroegar. Will talked of "Memories of Oshkosh" which he published in many of the 128 newsletters he has published for Chapter 80. Will takes his place in the line of former newsletter publishers which includes Dean Cox, Bob Streeba, and Pat Houlihan. Will also told stories of his flying including a few "travel stories" in the B-52's he flew. "Thanks Will for a job well done" kf
The meeting adjourned at 8:00 PM.

Kevin Faris, Secretary

Possible Cessna 195 Partnership Opportunity!

Have you always dreamed of owning a timeless radial engine, tail wheel, 5 seat aircraft? Me too! I am considering starting a 3 or 4 person partnership in a Cessna 195 that would be based in Plattsmouth, NE (KPMV). The candidate aircraft would be a well maintained and fully IFR capable 195B. The up front cost would be approximately \$25/k per member, \$150/mo/ea fixed cost and \$150/hr wet variable cost. Members would need airplane single engine land, high performance and tail wheel endorsement with 200+ hours total and 40+ hours of tail wheel time (pending insurance approval). If interested, contact Brian Peterson brian@epetersons.com 402-960-0011

*****J3 CUB for sale*****

An Oklahoma 1946 J 3 Cub. It was built on August 7, 1946 and was the 7th one off the line in Oklahoma city, Oklahoma. The rebuild project is 98% complete airplane with many spare parts. It comes with an A65 continental engine (minus the cylinders) and a lot of spare parts. Asking \$15,000. Want the Cub to go to a good home - someone that loves cubs and doesn't intend to build it for resale.

For more info contact Jan Daniels at: Home: 402-493-0789 Cell: 402-670-2375

Or her son Deny at: Pittsspecial1972@yahoo.com CELL: 386-847-4037 (leave a message)

Cessna 150 for sale.

Call Ron Wood if you need a plane to fly or are looking for a less expensive way to fly. He is selling his Cessna 150 for \$14,500. Contact him at 402-333-7160 or rwood90641@aol.com.

Hello My Pegazair-100 STOL project is up for sale. I don't have the time to complete it. Most of the parts have been built and a lot of them have been cut-out using a water jet. I have a Franklin 4A-235-B31 engine I was going to use. It has only 10 total time and was used on an airboat when I bought it. It has 125HP and has the same engine mount set-up as the Cont. 0-200. I am a member of chpt. 868 in Kansas, and I live in Tonganoxie, Kansas. If anyone in your chpts. is interested in this project you can e/mail me (berleon1@yahoo.com) or call me on my cell phone -- [913-486-7614](tel:913-486-7614) for more info. My cell has an answering service for a message and I will get back to you as soon as possible.

Thanks Leon Bell



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Jim Rush sent me this picture of all the B-25's at the Doolittle Reunion.