



The Leader In Recreational Aviation

Chapter 736 Newsletter for December 2006

FAA WARNS STC HOLDERS AGAINST ETHANOL IN AUTO FUEL

The FAA has issued a Special Airworthiness Information Bulletin (SAIB), warning aircraft owners and operators with auto fuel supplemental type certificates to ensure the fuel they use does not contain alcohol (ethanol or methanol). [The SAIB](#) reinforces EAA's ongoing efforts to ensure availability of compliant autogas by heading off or modifying legislative attempts in several states to require ethanol in all gasolines sold.

EAA, one of two primary sources of automobile gasoline STCs for general aviation aircraft, advocates that at the very least, states should exempt premium grade fuel from ethanol mandates to ensure a readily available and safe fuel supply for aircraft.

The FAA cites numerous reasons that alcohol and airplanes do not mix. Alcohol:

- Adversely affects the volatility of auto gasoline, which could cause vapor lock.
- Is corrosive and not compatible with the rubber seals and other materials used in aircraft, which could lead to fuel system deterioration and malfunction.
- Is subject to phase separation, which happens when the fuel is cooled as an aircraft climbs to higher altitudes. When the alcohol separates from the gasoline, it may carry water that has been held in solution and that cannot be handled by the sediment bowl.
- Reduces the energy content of the fuel. Methanol has approximately 55 percent of the energy content of gasoline, ethanol 73 percent. More alcohol equals reduced range.

FAA recommends that owners use automobile gasoline that conforms to the specifications published in their airplane flight manual or automobile gasoline STC flight manual supplement. Those unsure about the presence of alcohol can perform a simple test, outlined in the SAIB. EAA's auto fuel [Alcohol Test Kit](#) is available for this purpose.

GOT A PASSPORT?

Passports required for international air travel in Western Hemisphere

You have less than two months to obtain a passport if you are planning to fly to Canada, the Caribbean, Bermuda, Mexico, or other points in Central and South America next year.

Starting January 23, 2007 you'll need it to enter (or re-enter) the United States under the Western Hemisphere Travel Initiative — your birth certificate and government-issued photo ID won't work anymore. And you'll need it whether you are flying in your own general aviation aircraft or if you're an airline passenger.

Congress set forth the requirements for the initiative in a 2004 act. AOPA had requested that this requirement not be extended to GA until 2008 to allow the association more time to inform pilots of the changes.

The departments of Homeland Security and State announced the requirement last week as part of a broader initiative to secure U.S. borders. Limiting the types of documents travelers can present should make the U.S. border more efficient, according to the departments.

WINTER FLYING

Winter flying can offer some of the smoothest air you'll ever experience. It can also be treacherous. For safety sake, check out the Air Safety Foundation web site entitled "Winter Weather" to be better prepared for cold weather flying at: <http://www.aopa.org/asf/hotspot>

EAA'S SPORT PILOT TOUR HAS COME A LONG WAY

Eighteen months ago, EAA hit the road in an effort to educate the public about sport pilot/light-sport aircraft--the new, less expensive, less cumbersome way to reach the skies. The first EAA Sport Pilot Tour stop was held during the June 2005 Golden West EAA Regional Fly-In at Marysville, California. At the time there were seven newly certificated LSA on the market, a handful of certificated instructors in the field, and fewer aircraft dealers.

As the year's final tour stop (and 13th overall) was held at Brown Field in San Diego there are now 44 certificated [special LSA](#) on the market, EAA's [instructor database](#) lists about 550 sport pilot flight instructors, and the dealer network has expanded as the number of available aircraft has grown.

San Diego was the second of two tour stops in Southern California to wrap up 2006. Host EAA Chapter 14 welcomed more than 700 people for the event, which featured 18 aircraft on display and presentations from EAA's experts. Both the attendance and display aircraft numbers represent tour highs since the beginning of the tour.

More than 6,000 people have attended these special EAA tour events since the start. Add to that the other EAA and affiliate events such as the EAA regional fly-ins; U.S. Sport Aviation Expo in Sebring, Florida; EAA forums presented at Sun 'n Fun, and of course, EAA AirVenture Oshkosh, where the EAA sport pilot team has reached out to tens of thousands of aviation enthusiasts.

The tour and other events also expanded the ranks of eligible student pilots, as nearly 400 sport pilot student pilot certificates were handed out to EAA members during the tour. Hundreds more were provided at AirVenture and other events.

The next sport pilot-related event on the horizon is the Sebring Expo, slated for January 11-14 at Sebring Regional Airport, Florida. Visit <http://www.sport-aviation-expo.com> for more information.

Next Meeting

Our December Chapter meeting will be held on Tuesday, Dec. 19th at 7:30 p.m. and will be hosted by Dewey Clark at his house in Winslow. Dewey is in the process of “scratch” building a Preceptor Aircraft “STOL King”. Dewey has the fuselage pretty well welded up at this time so we can check that out and maybe even try a little welding. Should make for a great meeting! Hope to see you there – Mike Watson.



Directions to the December meeting:

Dewey Clark - 7 Wyman Bog Road - Winslow

From Waterville/Winslow, take Route 137 toward China. Go past North Pond Road (on left) and South Pond Road (on right), then continue on straight stretch for approx. one mile. Go up slight hill (Look for all the houses decorated for Christmas) and TURN

RIGHT onto Maple Ridge Road. Go $\frac{3}{4}$ mile down Maple Ridge Road, and then TURN RIGHT onto Wyman Bog Road (watch for sign), then immediate RIGHT into Dewey's driveway. Black mailbox with address: 7 Wyman Bog Road.

From South China (Route 3), take Routes 202/9 toward north end of China Lake. Go approx. 7 - 8 miles. Go straight through blinking light (route changes to Route 137). Drive another 2.5 – 3 miles (Watch for the house with the inflatable snow globes), and then TURN LEFT onto Maple Ridge Road. Go $\frac{3}{4}$ mile down Maple Ridge Road, and then TURN RIGHT onto Wyman Bog Road (watch for sign), then immediate RIGHT into Dewey's driveway. Black mailbox with address: 7 Wyman Bog Road.

If you have trouble, call Mike Watson's cell: 557-1306.