



The Leader In Recreational Aviation

Chapter 736 Newsletter for July 2006

EAA'S ALCOHOL TEST KIT

With more states welcoming and even mandating ethanol in motor fuels for automobiles, the EAA is helping pilots who use auto fuel in their airplanes stay safe, with a new alcohol test kit available through EAA.

For more than 30 years, EAA's auto fuel Supplemental Type Certificates (STCs) for a variety of manufactured aircraft have saved aircraft owners money by allowing them to use unleaded auto fuel. Such fuel without ethanol is safe and effective for aircraft use, based on more than 30 years of thorough testing.

The addition of ethanol, however, creates chemical properties that are harmful to aircraft engines and fueling systems. It is critical for aircraft owners using auto fuel to know if the gasoline being used in their aircraft is pure. Some states do not require the marking of gas pumps indicating ethanol is present in the fuel, so EAA recommends that all auto fuel be tested before fueling an aircraft.

EAA's auto fuel Alcohol Test Kit allows a pilot or aircraft maintenance technician to make preventative tests on auto fuel, even before fuel is purchased for an aircraft. Simply pour water, then auto fuel, in the included test tube and shake it to mix the contents. When the mixture has settled within five to 10 minutes, a gauge on the test tube indicates whether the water level has risen. An increase in the amount of water on the gauge indicates that alcohol is present in the fuel. The gauge will also indicate the percentage of alcohol. EAA's test method is simpler than the previous remedies, as much less fuel is used to make a determination.

EAA's auto fuel test kit is a necessary tool for every auto fuel STC holder, and is just \$15, including shipping via US Postal Service Priority Mail. The kit includes padded insulation for the test tube, so you can keep it in your aircraft without worrying about breakage. The test kit is easy to use and will last as long as the glass does.

The test kit can be ordered from EAA by calling 920-426-4843 or emailing Debi Walker at dwalker@eaa.org.

Sport Pilot Knowledge Test Now Class-Specific

Effective June 23, 2006, the FAA has modified the sport pilot knowledge (written) test. Previously, the knowledge test covered all classes of light-sport aircraft (LSA). Now, each LSA class—airplane, powered parachute, weight-shift, glider, lighter-than-air, and gyroplanes—has a test tailored specifically to that class.

“Individuals flying powered parachute and weight-shift-control aircraft will like this,” said Larry Clymer, manager of the FAA’s Light-Sport Aviation Branch in Oklahoma City, Oklahoma. “Now, they won’t have to answer airplane-type questions that don’t apply to their aircraft. For example, powered parachute pilots won’t get questions about weight and balance because that doesn’t apply to them. And airplane pilots won’t have to answer questions about powered parachute canopies.”

All FAA-approved testing centers are prepared to offer the new class-specific knowledge tests. For a link to the FAA website to view sample knowledge test questions, or locate a testing center near you, visit the EAA [sport pilot website](#)

NEXT MEETING

Our next meeting will be held on Tuesday, July 18 at OWK, 7:30 p.m. This will be the last meeting before the Fly-In. We will be discussing final preparation for our annual event.