



The Leader In Recreational Aviation

Chapter 736 Newsletter for April 2009

March 2009 Minutes

The March meeting was called to order at 7:30 PM, March 17, 2009 (St. Patty's Day for you real Irishmen and those that are wannabe Irishmen (for whatever reason). Meeting was held at the Weathervane Restaurant in Waterville and several members enjoyed a dinner of seafood selections prior to the meeting: Those present were:

President: Mike Watson
Vice President: Wilkes Harper
Secretary: Ben Brown
Membership Chairman: Al Yarberry
Newsletter Chairman: Bob Gembala
Web Master: Bob Gembala
Ray Maheu
Scott Settlemyre
Bruce Patten

Mike Watson had two guests from the Greenville Area. A long way to drive but they enjoyed a meal with us.

We discussed the events that took place at the February meeting at Owl's Head and the annual Gathering of Eagles Meeting. At least 60 EAA Members from throughout the State attended. The noon meal was sponsored by our EAA Chapter and paid for by collections at the door and some donation from Jane and Wilkes Harper. Jane and Wilkes bought or prepared all the food and everyone complimented the content of the offering. A great job by Jane and Wilkes and we appreciate them stepping up to the plate once again.

Various speakers presented programs the entire day. Mike Willey of Norridgewock brought us up to date about the ethanol status in our area. There may be some untainted fuel to arrive at Norridgewock sometime in the near future. Standby for more info.

Al and Ben will remove EAA material from the FBO Office at Norridgewock and store it in the clubhouse as soon as decent weather dries up the lawn so we can drive on it.

Scott brought a wood carving replica of his soon to be flying Challenger. A great piece of artistic work and Scott has the contact name if anyone wishes to have a model carved of their airplane. This is truly a work of art and a great collectable that belongs on your shelf in your den room. Contact Scott for more info, I for one am going to have them carve me a model of my plane and if wife allows a model of both of my planes

Meeting was adjourned at 9 PM

Submitted by Ben Brown, Secretary, EAA Chapter #736

Light-Sport ASTM Committee Meets at AERO

The ASTM International Light-Sport Aircraft (LSA) Standards Committee continued its ongoing review and update of current standards at the group's semi-annual meeting March 30-April 1 at the Aero European general aviation trade show in Friedrichshafen, Germany. Committee Chairman Earl Lawrence, EAA vice president of industry and regulatory affairs, reported that there was broad representation from European and Asian civil aviation authorities as more and more nations throughout the world seek to embrace the LSA category. Government agencies represented included the China and New Zealand civil aviation authorities, the European Aviation Safety Agency (EASA), and the FAA.

With the base standards essentially complete, the committee's focus has shifted to continuous improvement and enhancing consumer safety. For example, the committee is creating a document that will act much the same as an FAA Form 337 for approval of major aircraft changes and repairs. Currently no such uniform documentation exists, which creates confusion for customers and mechanics when undertaking repairs and major alterations.

Also discussed was a ballot issue to prohibit flight into instrument meteorological conditions (IMC). LSA equipped to fly under instrument flight rules (IFR) are not prohibited.

Future Fuel ?

A significant step toward establishing an alternative unleaded fuel took place this week, as Teledyne Continental Motors, Inc. (TCM) announced the first test flight using unleaded aviation fuel (94UL) in a certificated aircraft.

Essentially 100LL without the lead, 94UL may provide a long-term fuel from established sources, while imposing the least impact on the flying community, TCM said during a teleconference this week. EAA has conducted considerable research into alternative aviation fuels to ensure their members can pursue their passion for flight.

TCM began testing 94UL a year ago and made the first flight using the fuel in a production G1000-equipped Hawker-Beechcraft Model 36 Bonanza on March 25. TCM believes 94 unleaded avgas is the best option because production and distribution infrastructure exists, and its higher octane allows more engine models to use it with minimum impact. TCM plans to proceed with certification on existing engines and evaluate other fuel options, including biofuel.

TCM's efforts included participation in the Coordinated Research Council (CRC), analysis of various commercial fuel options, and extensive fuel tests on engines in the company's dynamometer test cells. Prior to conducting its first flight, TCM reduced its flight test fuels to the unleaded fuel most likely to be submitted for certification and standardization as a piston aviation fuel.

The flight profile tested all aspects of flight including takeoff, climb, maximum power cruise, low power cruise, descent and landing. The airplane was equipped with data recording devices to provide data for post flight analysis. With the first flights complete, TCM will begin the certification process on several engine models to meet the needs for existing and future aircraft.

"TCM is committed to leading the industry towards a common 100LL alternative fuel that minimizes cost to aircraft owners," said Rhett Ross, TCM president. The company considers 94UL as "the current best candidate" unleaded fuel to replace 100LL.

Pilots unhappy with TSA security directive

As reports of new security badge requirements and background checks continue to surface at airports across the country, pilots have cried out to AOPA, expressing their concerns over the surprise requirements and demanding answers from the Transportation Security Administration (TSA).

One concerned member recently wrote to AOPA, saying "...the bigger issue is the TSA/DHS and the 'secret' security directives being implemented with very little publicity."

The lack of publicity is a result of the directive's classification as "sensitive security information." Because of this classification, information about it has been coming to pilots piecemeal in the form of unexplained mandates at their airports. The mandate is not required to go through the public comment period either.

Under the current version of the directive, pilots based at air carrier airports are required to undergo a security threat assessment and receive a security badge in order to continue to have unescorted access to their airports.

AOPA has been working with the TSA since the security directive, known as Security Directive 8F (SD-08F), was first released in December 2008 and has urged the agency to work with those in the general aviation industry to develop a better plan that is less burdensome and restrictive on pilots.

As a result, the agency has pushed back the deadline for compliance to June 1 and has said that it would address industry concerns.

Pilots should take note that SD-08F is not meant to affect pilots traveling from one GA airport to another; nor is its intent to impact GA pilots stopping at commercial airports for a touch and go or fuel stop.

The directive only targets those who have regular, unescorted access to the aircraft operating area, secure areas, or security identification display areas at commercial airports. It will affect about 280 of 430 regulated airports.

Next meeting

The April chapter meeting will be held at the Weathervane Restaurant in Waterville on Tuesday, Apr 21. The meeting will begin at 7:00 pm. If you plan to have dinner at the Weathervane, please arrive at 6:00 pm so that the meeting can start on time.