



The Leader In Recreational Aviation

Chapter 736 Newsletter for March 2010

Maine Aviation Forum

The 2010 Maine Aviation Forum, held at the Owl's Head Transportation Museum last month, was very successful. Attendance was good (approx. 50), the presentations were informative, and it was fun to be able to cross paths and interact with members of the other EAA Chapters and members of several aviation related agencies. Wilkes was kind enough to provide some photos taken at the event.



The following was received by Mike as a result of the Aviation Forum:

Hi everyone,

After the Maine Aviation Forum this past weekend, I was trying to think of a way that I could help the aviation community here in Maine. As some of you know, I host a few EAA Chapter mailing lists on my server which provide a great way to send out chapter announcements and notes of interest. I thought it might be beneficial to have a mailing list for anyone interested in aviation in Maine.

The idea is to have a communications tool that can be used by anyone, whether to pass on news of a fly-in, FAA safety course, restricted airspace, new aviation related business venture, or just

chat about anything aviation related. Essentially, I'm picturing an open forum that can be used to talk about anything related to aviation in Maine. This will be free to use, and open to anyone with interest.

To subscribe to the list:

- 1) Use your web browser to go to <<http://deej.net/mailman/listinfo/maine-aviators>>
- 2) Type your email address in the "email address" field.
- 3) Type in your name in the "Name" field.
- 4) Click on the "Subscribe" button.
- 5) An email will be sent to the address you gave. You either just reply to that email, or click on the web link in the email. This confirms your subscription and adds you to the list.

DJ Merrill - N1JOV

Glaxar Sportsman 2+2 Builder #7118 N421DJ <http://deej.net/sportsman/>

Grumman Yankee Driver N9870L - <http://deej.net/yankee/>

FAA report highlights concerns about Zodiac

The [FAA has released its report](#) about factors that may have led to several in-flight structural failures of the Zodiac CH601XL in the United States and abroad.

The agency issued a [special airworthiness information bulletin for existing Zodiacs](#) and suspended the issuance of any new airworthiness certificates to variants of the Zodiac CH601XL and CH650 after a fatal accident in November, the fifth in-flight structural failure of a CH601XL in the United States since 2005. The agency has now released a special review of the CH601XL and CH650, which are nearly identical; [the report](#) concludes that the investigation did not indicate a single root cause. Instead the investigation implicated the potential combination of several design and operational aspects, one of which is that the wing loads used to design the Zodiac CH601XL did not meet ASTM standards—the standards used for light sport aircraft—for a 1,320-lb airplane. During its review, the FAA also identified issues with other factors such as flutter, improper airspeed calibration, stick forces, and structural stability.

The report was a continuation of an FAA review started in 2006. The FAA estimates that the wing design loads were 20 to 25 percent too low for the certified maximum takeoff weight and recommends that operators not fly the aircraft until a manufacturer's fix can be installed. Other recommendations include changes to the ASTM standards to address other contributing factors.

The aircraft in question are available as special light sport category aircraft (S-LSA) from Aircraft Manufacturing and Design Inc. (AMD) or as amateur-built kits from Zenith Aircraft. Owners of S-LSAs must comply with the [manufacturer's safety directive](#), and pilots are strongly urged not to fly any of the CH601XL or CH650 aircraft in the S-LSA and experimental amateur-built categories until they have complied with the directive

Embry-Riddle to Test Swift Fuel in Fleet

Embry-Riddle Aeronautical University announced plans this week to phase in lead-free biofuel produced by Swift Enterprises for use in its training aircraft, the nation's largest (95 aircraft) collegiate fleet. Swift fuel is a renewable biofuel synthesized from sorghum that has been successfully tested by the FAA Technical Center.

Engineers at ERAU's Eagle Flight Research Center in Daytona Beach, Florida, will begin certification testing in more than 40 Cessna 172s – nearly half the fleet – to operate on Swift fuel

It is believed that this effort by Embry-Riddle and Swift will guide the way to a large-scale switch by the general aviation industry to alternative fuels. Swift Enterprises is based at the Purdue Research Park of West Lafayette, Indiana.

ERAU will also test the fuel on one of its Piper Seminoles, operating one of two engines on Swift fuel at first. Tentative plans are to exhibit that airplane to Oshkosh this year and discuss the Swift-ERAU program.

The certification testing project will run about two and a half years. They are also partnering with AvFuel to distribute the fuel - about 15,000 gallons per year. ERAU uses about a million gallons of aviation fuel per year.

Small aircraft burn nearly 190 million gallons of aviation fuel annually, contributing 45 percent of all U.S. lead emissions, according to the Environmental Protection Agency. Removing lead from aviation fuel has been technically challenging because lead prevents detonation in airplane engines, which have much higher compression than automobile engines. Swift fuel has passed the FAA's detonation test and gets more miles per gallon than current aviation fuel.

Upcoming FAA Safety Briefings

Title	"The Art of Approach and Landing (and Chili Cook-off)"
Topic	Transitioning from Improved to Unimproved Airfields
Date and Time	Saturday, March 20, 2010, starting at 10:00 am
Speaker(s)	Stephen Williams, John Light
Brief Description	The spring and summer flying season brings a wide variety of flying events. Some are held at registered airfields that are challenging due to their length, runway surfaces and obstacles. This seminar will review pilot skills for operating at improved strips and teach

how to apply these same techniques to more challenging airstrips. Add consistency to your landings at your home airport and add confidence to operations at unfamiliar airstrips.

Location of Event	Wiscasset Airport 96 Chewonki Neck Rd. Wiscasset, ME 04578
Directions to Venue	From Route 1 turn onto Rt 144- 1/2 mile then turn onto Chewonki (Neck) Rd.
Fly-in Event?	Yes IWI
Seating	75 seats at the facility, 56 remaining for online registration. <u>Click here to register online now!</u>
Sponsoring Division	FAASTeam, Portland FSDO
Contact Information	Stephen C Williams Phone: 207 350 2120 <u>swilliams@mecoseal.com</u>
Additional Event Information & Acknowledgement of Industry Sponsor(s)	Safety seminar followed by Chili lunch. Prizes awarded for best Chili recipes. Sponsored by Wiscasset FBO Ocean Point Aviation.

Next meeting

Our next meeting will take place on Tuesday, March 16th at the Weathervane Restaurant in Waterville. As is the usual practice, please arrive at 6:00 pm if you plan to have dinner so that the regular meeting can begin at 7:30pm.