Der Flügtag

EAA Chapter 958 New Braunfels, TX

Where every day is a good flying day!

December 2013 Issue

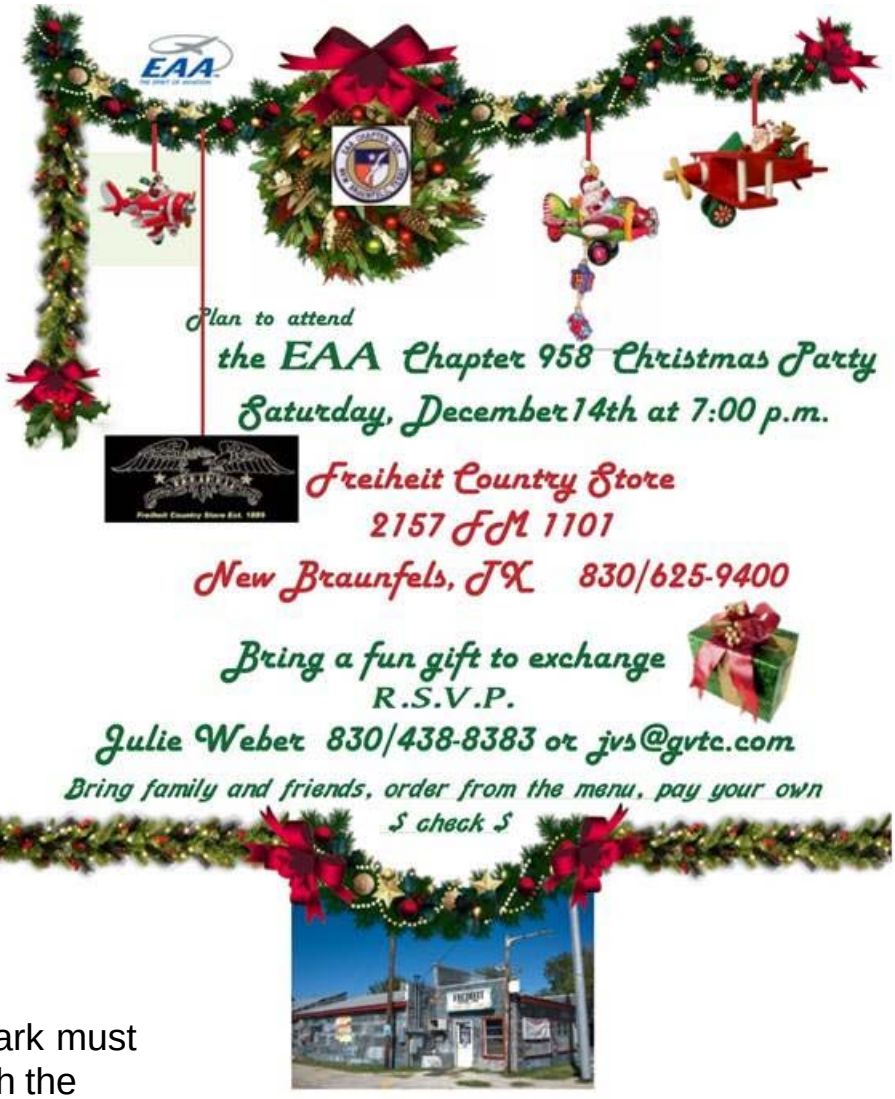
Experimental Aviation

The Success Continues...

EAA Chapter 958

EAA The Leader In Recreational Aviation

December Chapter Meeting
Freiheit Country Store
New Braunfels, TX
December 14 @ 7:00 pm
Program: Christmas Party

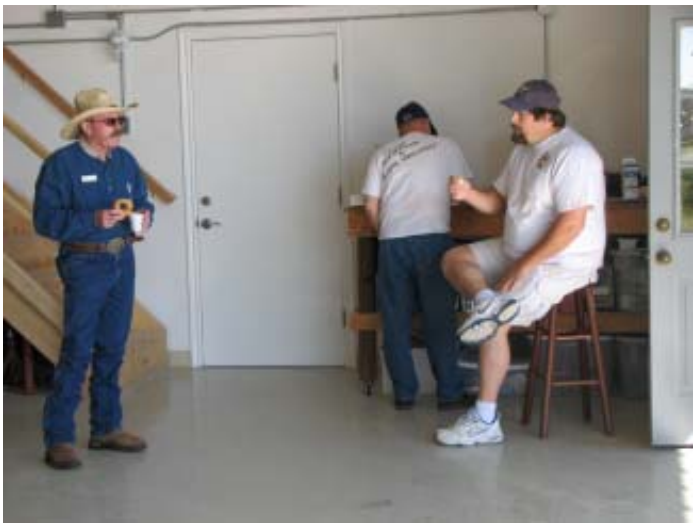


From the Editor

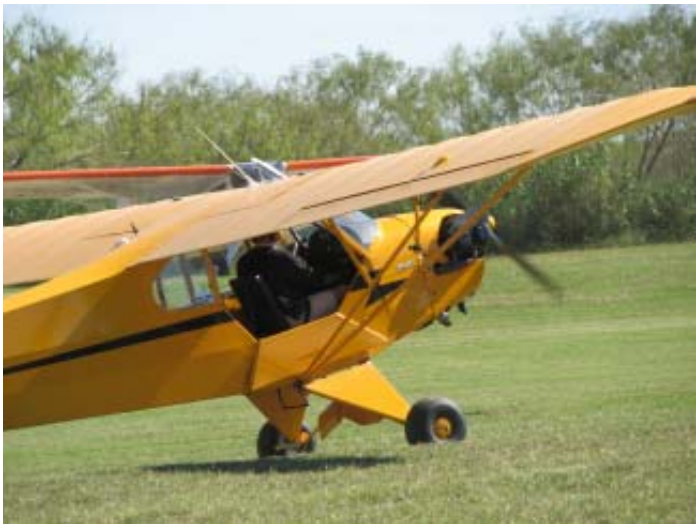
Well the folks at Elm Creek Airpark must have had a heart to heart talk with the weatherman because the Fly-In/Chapter meeting had absolutely perfect weather for the event. The fly-in was first class with a fantastic lunch and home made goodies, a beautiful setting, lots of comaradarie and of course many cool aircraft. A big round of applause for the Elm Creek community for putting on another great show. Notable were rides in the Stearman and the Fairchild PT 26 which were raffled off to several lucky persons. Great job.

Elm Creek fly-in/Chapter 958 meeting

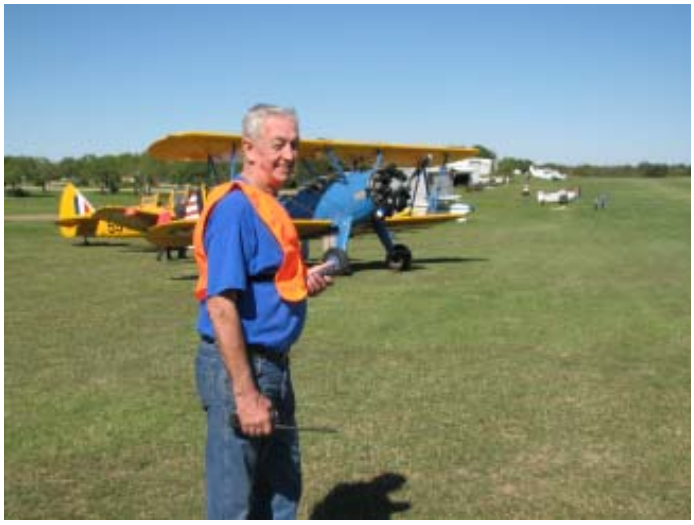
Mouthwatering desserts



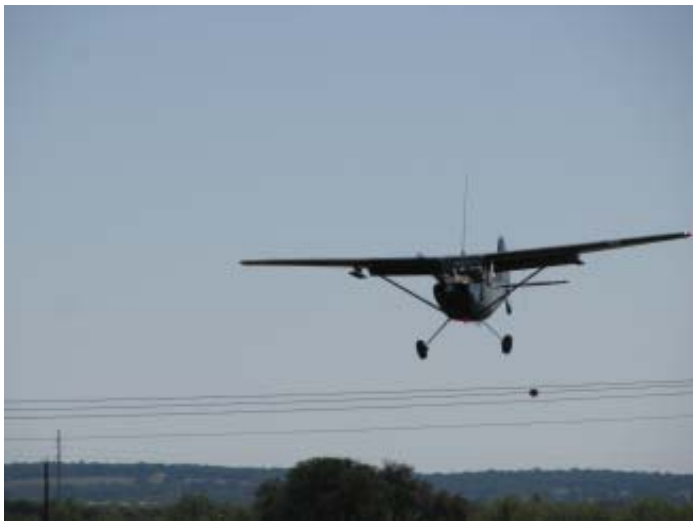
Prez and Vice Prez comparing notes

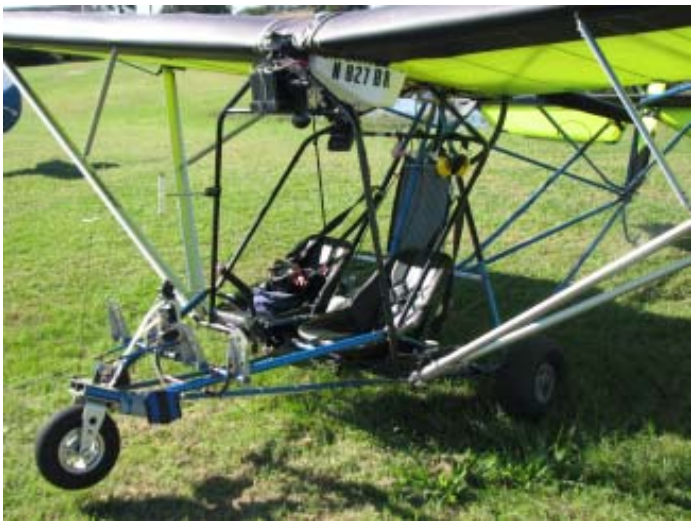


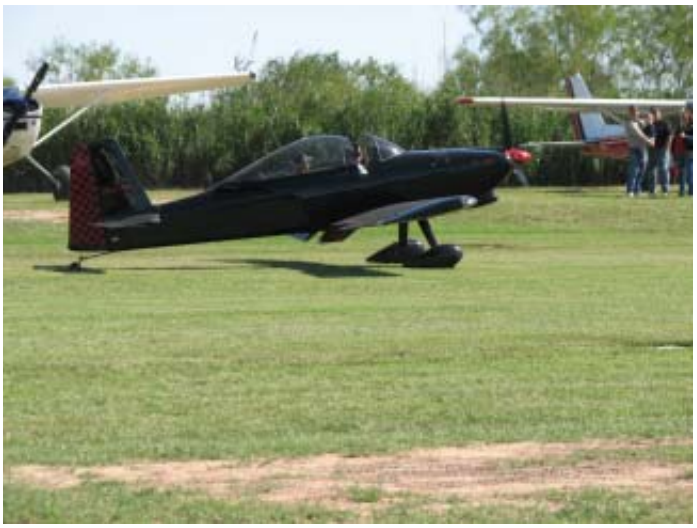
Lots of Classics

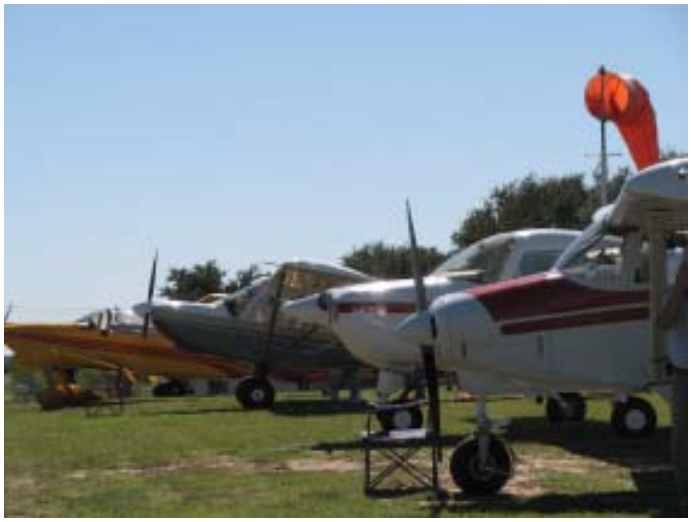


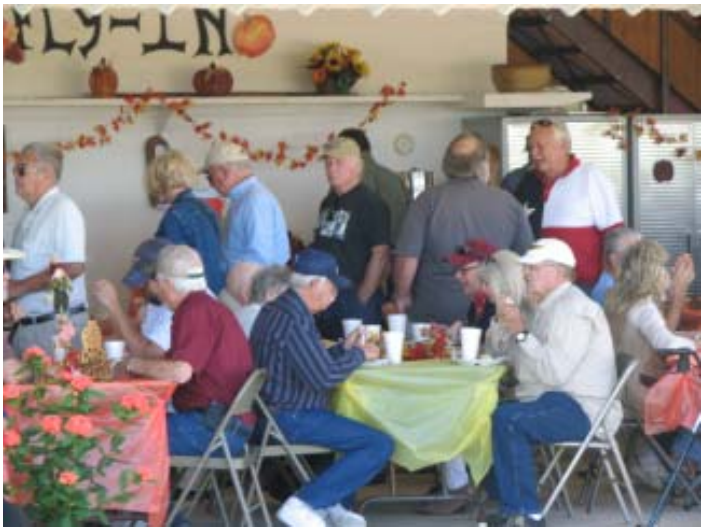
Air Boss Steve Sewell



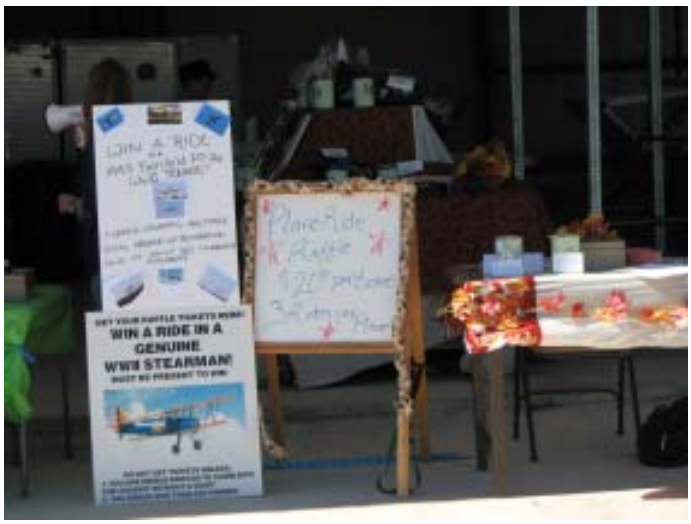








Everyone knew where the food was



Raffles for plane rides and other goodies were available

Foreshadowing the EAA

A letter to the editor appears in the April 1953 edition of Flying magazine (from the Chapter 113 newsletter).

Regarding construction of home-built aircraft - I am in the process of reorganizing the "Experimental Aircraft Owners and Pilots Association" here in Milwaukee. I started the organization in 1951, then was sent to Korea as a C-47 pilot.

Since returning home I have had numerous requests to reactivate the organization, and with the backing of our local CAA inspectors, we have had considerable interest in the building of experimental aircraft. In fact, we have 13 home-built, experimental aircraft in the Milwaukee area either flying or under construction. I have completed one and flown it for 75 hours, and have another nearly completed.

I would appreciate hearing from individuals who are interested in the building of home-built aircraft and the association. From some of the performance we get in home-built aircraft, manufacturers could take note. - Paul H. Poberezny

Why Build an Airplane?

By Mike Clayton, EAA 802344, EAA Chapter 44

Why build an airplane? Why build anything?

People are unique on earth. They seem to, for the most part, be driven to build things. Now these "things" are not necessarily bridges, buildings, cars, airplanes, or any other stuff - although a lot of us do these things. We also build relationships, families, stories, legends, and other less tangible things. We want to create something new.

Sometimes, the things we build are good and sometimes they are not. Close friendships and families are good things; building financial or political empires at any cost are usually not. Good things are built using the best parts of us and are usually admired and emulated by other people. They serve as examples for the rest of us to follow, if we so choose.

Building an airplane is a good metaphor for understanding why we do these good things, because in the end, the reasons are the same.

We take pleasure in using our hearts, minds, hands, and really, our souls to create something that transcends our everyday existence. Creating something that allows us to fly like the birds is such a thing. More than that, we usually do something like this in concert with others. Thus, we are not only creating something amazing and marvelous, but we are building relationships and friendships that will enrich our lives. So we end up with a thing that lets us fly which is almost a miracle. We have also built some other things that are intangible but in a way are also like the miracle of human friendships.

We may build an airplane with other adults, and this is rewarding. Even more rewarding is sharing the experience with children who see the result as something that they could only dream about. Such things are often life-changing experiences for all concerned.

Flying like a bird, touching the face of God, meeting new people, sharing these experiences, and using our hearts, hands, and minds to achieve these things represent some of the finest things that humans can accomplish.

This is why we build an airplane...

Shell unveils lead-free avgas

December 3, 2013 by General Aviation News Staff 2 Comments

Shell revealed today that it has developed a lead-free replacement for 100LL. The lead-free formulation, which comes after 10 years of “exhaustive R&D, as well as successful initial testing” by two OEMs, will now begin a strict regulatory approvals process, according to company officials.

“We are proud of this first for Shell Aviation,” said Xinsheng (Sheng) Zhang, vice president of Shell Aviation. “This advanced product is the latest milestone in our long history of innovation. We believe that with industry support, a stringent approvals process can be completed for this new lead-free product within a short time-frame. We look forward to working alongside our technical partners and authorities to progress the necessary approvals needed to make this product a reality for use in light aircraft engines of all types.”

Avgas currently includes lead in its formulation to meet fuel specifications and boost combustion performance (known as Motor Octane rating). Shell officials say the company has developed an unleaded avgas that meets all key avgas properties and that has a Motor Octane rating of over 100, an industry standard.

“The development of a technically and commercially-viable unleaded avgas that meets these criteria has been seen by the aviation industry as a significant challenge, due to the tight specifications and strict flight safety standards that it has to adhere to,” company officials said in a prepared release.

Shell 3To get to this stage, Shell Aviation scientists carried out an intensive internal laboratory program, including in-house altitude rig and engine testing. Working alliances were then formed with aviation engine manufacturer Lycoming Engines and the Piper Aircraft. As a result, the formulation was successfully evaluated in industry laboratory engine (bench) tests by Lycoming and in a flight test by Piper.

“Lycoming Engines commends Shell on launching its unleaded avgas initiative,” states Michael Kraft, senior vice president and general manager of Lycoming Engines. “They engaged Lycoming to test their fuel on our highest octane demand engine and we can confirm that it’s remarkably close to avgas 100LL from a performance perspective. This initiative is a major step in the right direction for general aviation.”

“Piper Aircraft is pleased to participate with Shell and Lycoming in this feasibility flight test program,” said Piper Vice President of Engineering Jack Mill. “Recently, we successfully flew an experimental non-production Piper Saratoga with Shell’s new formulation for about an hour. We appreciate the opportunity to work with Shell and Lycoming in this preliminary investigation of the technologies, which could in several years lead to flying unleaded fuel in our production airplanes.”

Shell2Shell officials said the company will now work with the aviation industry, regulators and authorities, including the FAA, American Society for Testing and Materials (ASTM) and European Aviation Safety Agency (EASA), to achieve approvals for the unleaded avgas. Shell expects to also work with other OEMs to continue the testing and refinement program as the approvals process progresses.

For more information: Shell.com

WANTED

Photos and information about members projects and shop tips, tricks and ideas for the newsletter