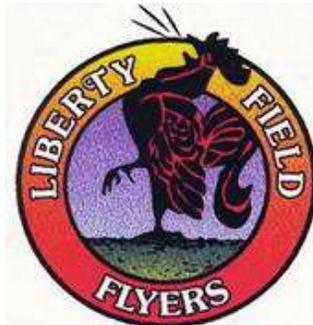


LIBERTY FIELD FLYERS

AUGUST 2014 NEWSLETTER

(Note: if you can't see graphics, open the PFD attachment)



EAA Chapter #1534

Officers:

President: Les Goldner
Vice Pres.: Mark Johnson
Secretary: Chris Rampoldt
Treasurer: Vic Bologna

AUGUST 9TH MEETING ANNOUNCEMENT

Our meeting this month, as usual, will start at 1-PM this Saturday in our Club hanger (11C) with no-charge pizza or Burgers (Vic's choice) and soft drinks before the meeting at 12:30-PM.

Among other things, at this meeting will plan some new interesting flights and talk about having another Lake Pillsbury type flight later in the month.

JULY 12TH 2014 MEETING MINUTES

(By Chris Rampoldt)

Meeting called to order by Les Goldner, President and 13 other members including the club treasurer, Vice-President, and secretary. The minutes of our previous meeting were voted on and accepted.

Old Business

Discussions included a reminder by Chris Rampoldt that if an aircraft does an overhead entry to the Pattern of runway 29 from downtown Petaluma, you must be at 1,550 feet altitude when crossing at midfield, not 1000 feet. The reason for this is, if the pattern is full, or if there are, say, two aircraft on the 45 going to enter the downwind next, you probably want to not make your turn to downwind but instead fly straight ahead toward Sonoma Ridge, then left along the ridge to join later on the 45. If you are at 1000-ft, you are flying right into the pattern with all the other traffic at the same altitude on the downwind, and that can be very unsafe. At 1500 ft., you have the option of continuing straight ahead like I said, or, if it is not causing a conflict with pattern traffic, you can then dive down to turn right and enter the downwind at midfield. A perfectly safe entry to the pattern. The reason this came up was because earlier that morning a Lite Sport airplane was seen entering overhead at only 1000-ft, or lower from downtown... should have been higher to be safer, we think.

New Business.

Chuck Endecott gave us his address to drop off anything that needed hauling up to Lake Pillsbury. The club said they would reimburse him for the gas that he used.

Victor told us what was going to be on the Lake Pillsbury fly-in menu and all was agreed to. Vic also graciously volunteered to do the shopping for all the stuff.

Les then went around the room and each pilot updated the club on their latest news

- Les's (new) airplane is officially done! It looks and sounds like it is in great shape and is ready for the summer.

- Eric Chase mentioned something about a flight instructor in Santa Rose by the name of Wayne. (We'd all like to see Eric flying).
- Wayne Wright told us about having a flight instructor come up from southern Calif. to give him instruction and solo. (Wayne is unstoppable).
- Chris said he was looking forward to more Sierra Mountain trips and his airplane had just completed its annual inspection.
- Harry shortened his control stick after he recently ran out of aileron travel when he hit some turbulence.
- Rod is seriously looking to purchase a Zenith 601 in the local area here.
- Darren is finishing up his Zenith 701.
- Mark reminded everyone that his cruise speed is 55 and he likes everyone to stay together. (Roger Mark).
- Victor's aileron was found to be badly sticking this morning but Vic already has a fix in mind.
- Chuck is now looking for a fun Ultralight type aircraft that brings back the good old days. (We are the good old days).
- Bill told us about the trip his wife and he took to Bridgeport, Ca. It truly is a neat place but you probably need transportation once you fly there.
- Brenda is up and flying. A new pilot,
- Dick Simon, was in attendance and I believe he is looking to sign up.

Meeting was adjourned and the last piece of Pizza disappeared in Mark's direction. Respectfully, Chris.

LAKE PILLSBURY FLY-OUT

The pics below tell the story. We had a great time at last-month's fly-in to Gravelly field and Lake Pillsbury. Vic and Chuck Endicott provided the logistics and diner. We all went swimming in the clean fish-filled lake and there were no incidents to mar the camp-out. (Photos come from Annie and Christopher Desmond and others).

















ADS-B

In 4.4 years all of us with Mode C transponders need to add an Automatic dependent surveillance – broadcast transponder on our planes if we want to continue flying into controlled airspace where Mods C is now required. The least expensive units now available cost over \$500 and provide some protection against mid-air collisions. However, the really valuable part of ADS-B for us the ability to obtain current weather and traffic avoidance information from ADS-B receivers. This information can come through inexpensive apps on devices like an iPad or Android smart phone.

ARE THE DRONES COMING?

(From AOPA)

NEW YORK (CBSNewYork/AP) — Describing New York City as the “Wild West” for drone activity, Sen. Charles Schumer called on federal officials Sunday to speed up regulations for the small, remote-controlled aircraft. Schumer said drones pose a threat to safety and privacy. They have interfered with airspace, been used to spy on people and been used to deliver drugs, the New York Democrat said.

“This year, a drone was caught flying into a maximum security prison in South Carolina carrying marijuana,” Schumer told reporters, including WCBS 880’s Ginny Kosola and 1010 WINS’ Glenn Schuck.

Sen. Charles Schumer Calls For Feds To Speed Up Regulations For Drones



The senator said drones have gained in popularity since a court case limited the federal government’s ability to regulate their use.

Schumer said the FAA and Commerce Department are supposed to come up with regulations by September 2015, but he said that’s not soon enough.

“Do we want it to be perfectly legal that someone can send a drone and peer into our living room or bedroom window?” Schumer said. “Don’t we want to make sure that drones don’t collide with commercial aircraft and helicopters?”



Drones have recently caused a couple of scares in New York City. Last month, two men were arrested on reckless endangerment charges after allegedly flying a drone too close to an NYPD helicopter near the George Washington Bridge.

“We want to make sure two things are not interfered with these drones: one is safety and the second is our right to privacy,” Schumer said Sunday.

Police have also had incidents with drones over Times Square during Super Bowl festivities and near Citi Field.

“It’s a fairly new phenomenon,” NYPD Deputy Commissioner of Intelligence John Miller said last month. “This is a bit of a toy for people who have time on their hands and maybe too much money. But it’s a toy that you have to be very careful with.”

AVGAS REPLACEMENT: IT’S NOT JUST ABOUT OCTANE

Shell Aviation talks about steps toward an unleaded avgas

July 31, 2014 By Alyssa J. Miller



After testing more than 3,000 formulas over a 10-year period, Shell Aviation submitted its candidate fuel to the FAA for consideration as a fleet-wide, unleaded avgas replacement in July. Company officials at EAA AirVenture were optimistic about the Piston Aviation Fuels Initiative’s plan to have a replacement in place by 2018 but acknowledged that there are many challenges to overcome in the next four years.

What the FAA, fuel industry, and aviation industry are trying to do—certify an unleaded fuel that will work in all

piston engines in the general aviation fleet and come as close to the specifications as leaded avgas as possible to minimize operational limitations—has never been done before.

“It’s never been done before, but everyone wants this to succeed,” said Michael Sargeant, Shell Aviation’s unleaded avgas commercial leader. “Everyone needs this to succeed.”

The FAA is currently **reviewing nine candidate fuels** submitted from five groups: Afton Chemical Company; Avgas LLC; Shell; Swift Fuels; and a consortium made up of BP, TOTAL, and Hjelmcø. Shell Global Technical Manager of Aviation Fuels Robert Midgley said the FAA will be judging the fuel properties of each candidate against 21 specifications that are key to ensuring a fuel is safe for aircraft engines. Of critical importance, Midgley said, is taking what has been learned from 90-plus years of experience flying with avgas, and making sure the new fuel is as close to the historical norm as possible. And, he explained, it’s more difficult than just removing the lead.

“It’s not that easy,” he said, adding that if had been easy, lead would have been removed from avgas 20 or 30 years ago. “It’s not just the octane,” he said, but the “other 20 specs are important.”

Midgley said that Shell’s fuel meets 19 of the 21 specifications and is close to meeting the remaining two: final boiling point and energy density. Shell has performed numerous engine bench tests with the fuel and flown with it in a Piper Saratoga. The company said will begin more extensive flight testing later this summer, but tests so far show that the fuel has the same detonation and performance characteristics as leaded avgas.

A path forward

Sargeant was quick to point out that Shell, or any other fuel supplier, can’t bring an unleaded product to market alone. “The key to bring any fuel to market,” he said, is a “collaborative space,” that includes testing support and historical data from engine and aircraft manufactures, aviation groups, and the FAA.

That’s where the PAFI steering group comes in. The group includes the FAA, AOPA and other aviation advocacy groups, and the American Petroleum Institute. Through PAFI the government and aviation and fuels industries will work to create tests for the fuels that will lead to data needed for the fleet-wide approval of the fuel or fuels with the least impact on the existing fleet.

“Without that PAFI process, it would be impossible to bring a fuel to market,” said Midgley. “It’s really turning the process 180 degrees.” Historically, the FAA has certified engines to run on certain fuels. But through this process, the FAA’s goal is to have a new fuel work in existing piston engines.

Since PAFI was created, Midgley said that he is starting to see the aviation industry switch gears and really step up to participate in the process—beyond the testing support Continental, Lycoming, and some aircraft manufacturers have already been doing with Shell.

In September, the candidate fuels will begin testing at the FAA’s Williams J. Hughes Technical Center near Atlantic City, New Jersey.

Cost factor

Many pilots are concerned about what the replacement fuel will cost. While it is impossible to estimate a final cost because of the multiple factors that make up the cost of a fuel—the components in the formula, distribution infrastructure, taxes and fees, etc.—Midgley said that a replacement is “unlikely to be cheaper ... at least not significantly cheaper.” He explained that from a component standpoint, what is going into the unleaded fuel costs about the same as the components that go into leaded avgas. However, the component cost is a “small portion” of the overall cost of the fuel.

The new fuel also could enjoy a larger market than leaded avgas. Midgley pointed out that would be good news for the light sport aircraft industry. LSA engines don’t like the lead in avgas, but they also shouldn’t run on gasoline from the pump that has ethanol in it. A lead-free, ethanol-free aviation fuel would be beneficial to that market.

Peace of mind

Beyond ensuring the right fuel is put into the aircraft and checking it for contamination, many pilots don’t give the fuel running through their aircraft’s engine a second thought, yet it is the one provision in an aircraft that is not duplicated and does not have a failsafe, said Midgley, who earned his pilot certificate in Europe.

The reliability and safety leaded avgas has offered aviation over the years is worth celebrating, he said. “The industry as a whole can take a pat on the back.”

And that’s the bar the fuel companies are aiming to meet with the fuel replacement. “We as an industry need to make sure it is intrinsically safe when it goes in the aircraft,” Midgley said. “At the moment, we worry about that so you don’t.”

WE NEED ARTICLES FOR THIS NEWSLETTER

if you don’t want very short Newsletters, pls send anything of interest to Chris Rampoldt

PICTURES OF THE MONTH

See Lake Pillsbury Fly-in article and keep the pics coming!

That’s all folks!