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Frank Stephenson Fly In Luncheon

The first Fly In Luncheon named in honor of our own member Frank Stephenson who unfortunately died last year. He was a very friendly fellow that was always a resource for those on the field and organizer of fly in's to other airports for lunch. It was suggested at the last chapter meeting to organize a once a month fly in the second Thursday of each month [weather permitting] in his honor to remember Frank. With little debate it was agreed that we would make this a standing goal for each month in Frank's honor along with a spontaneous event on occasion. We had twelve people in attendance and seven airplanes in Centerville. This naturally maxed out the courtesy car capacity used to drive over to the Homestead Restaurant where a good lunch was had by all! Some may have had to recalculate the weight



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and balance on the return trip as the “Desert Bar” was well attended! Visibility was at least 8-10 miles with 0 bumps such a great day to fly!

The second time on the February 10th we had an even bigger response! We went to Holt's Diner in Winchester. A good lunch was had by all. There were 20 people in attendance again creative seating in the courtesy vehicles got the job done. The club's lunch excursions are becoming popular feel free to join us!



100UL VS 100LL Or?

A subject that has many wondering just when will this change come to be and what are its impacts? Lead has its greatest impact to engine life in the first hours of life. During the first hours of life the lead is pounded into the valve face and seats while also lubricating those surfaces. It also influences detonation properties of the fuel/air charge in the cylinder. It also raises the flashpoint of the charge so hotspots don't ignite the charge on hotspots in the cylinder before the proper time. These are the most often reported concerns when talking about leaded aviation fuels,



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but, there are other properties of 100LL that we can also should be aware of. Sealant used in “Wet Wings” do not tolerate alcohol since it will dissolve the sealant! Also wings with “Fuel Bladders” can degrade with alcohol containing fuels if their construction materials will not tolerate exposure to

alcohol. All aviation fuel systems have been developed to be used with 100LL, will all systems be back tested to verify that their components and materials? Another property of 100LL that is better than automotive fuels is long term storage properties. 100LL will store without degrading for long periods of time, now that’s a relative term especially when compared to typical 87UL used in motor vehicles that contain alcohol. 87UL starts to degrade in weeks and absorb moisture if given the opportunity. Storage properties for 100LL are designed into the product that our aircraft depend on!

Another concern we could point out is if you have a cylinder design that is sensitive to operating conditions and procedures will removal of lead shorten the lives of these cylinders? Time will tell.

There are some good things that could happen with 100UL introduction to the fleet. If you have ever observed lead fouled spark plugs lead removal will extend their lives. Many conflicting requirements for the fuel and changes that could have important impacts fortunately the ASTM standards were written to verify performance of the fuels and compatibility with materials in our aircraft. Perhaps some of the changes used in automotive applications such as hardened valves and seats will be implemented. Or we could transition to an interim 100VLL specification fuel that has been proposed. Engineering decisions and administrivia at its finest. With the Political / Environmental situation we have today we can hope good engineering judgement and testing will give us a good result. AOPA has been following this issue and their website has a lot of information available.

STC’s for new fuels will be required for each airframe / power plant combination available today. Available now is an STC for 94UL cost is around \$100 +/- and STC’s for 100UL will be available when the new fuel is developed. Another item to note is that at this time there is a difference in the weight of the 100UL so recalculation of weight and balance will be required

Newsletter Changes

As you have noticed by now the new Newsletter format along with the new editor. I would like to take a moment to thank Dave Swindler for his many efforts over the years to keep everyone informed with what is going on with the chapter. We are fortunate to have long term members that have taken their roles seriously and in some cases multiple roles to excellent results! Another example is Dan Perkey our treasurer, he keeps our books straight files our paperwork and reports to the IRS for tax filings. I’m sure not the most exciting job but, needs to be done. I would encourage you to seek out any of our officers with your ideas and comments on how we can improve our chapter and our activities. Some have been in these roles for long periods of time please take a moment to shake their hands and say thanks for in some case years of their support. If you have any suggestions for the newsletter please let me know.

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We are also looking for some additional participation on website development if you have some coding expertise Jerry Swick would be grateful for your help in making this new website a success.

We also have listed the dates for all club activities for 2022 the dates are listed at the end of this newsletter for Young Eagles and the scheduled meetings. so you can mark up your calendars or refer to in the future.

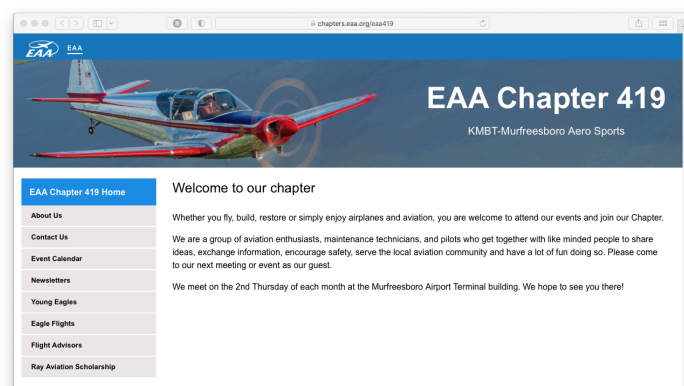
Thank You , Joe

Officer 2022-2023 Term

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|-----------------------------------|-------------------|--------------|
| President..... | Chris Hardee | 615 482 1592 |
| Vice-President..... | Adam Palermo | 615 934 2867 |
| Treasurer..... | Dan Perkey | 615 556 7149 |
| Secretary..... | Clifford Richeson | 615 631 8953 |
| Eagle/Young Eagle Coordinator | Chris Hardee | 615 482 1592 |
| Membership / Board..... | Earl Grace | 615 315 8811 |
| Board (one year) Web / Social.... | Jerry Swick | 615 995 9138 |
| Board (one year)..... | Robbie Mackie | 615 705 1395 |
| Board..... | Chuck Williams | 615 519 3680 |
| Board / Newsletter Editor..... | Joe Blanton | 586 215 7886 |

March Speaker-Blake Tumbleson

Our March speaker is Blake Tumbleson from Murfreesboro Aviation. Blake has experience in aircraft sales and is part of a multi-generational family that has been involved in aircraft sales.



New Chapter 419 Website

The new website for the chapter is almost ready to launch. Our thanks should go to Jerry Swick for his efforts to update our website. If you have some website skills and would be willing to help.

Have a look at <https://chapters.eaa.org/ea419>

March Presidents Corner

We are still in the heart of Winter, but spring is right around the corner. It always seems as if it will never arrive, but the cold February days will give way to longer days for more flying and warmer weather. When it's finally warm again we will get to start flying kids at our Young Eagles events. To be better prepared, we need as many of our volunteers as possible to complete the Youth Protection course and background check. It's not

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just for pilots! To do so, just log into your EAA account and go to My Account>Training Information>Go To Training.

Have a favorite Fly out lunch destination? We have resolved to fly out to lunch often in 2022 to honor our friend Frank Stephenson. While we will organize these quick trips, they can be spontaneous too....so let everyone know your favorite spot and let's go!

Young Eagles

The schedule for Young eagles is as follows for 2022 [Weather Permitting].

April-9 May-14 June-11 August-13 September-10 October-8

Second Saturday each month April through October excluding July due to Airventure 2022.
Time is 10:00 to 1:30.

Meeting Calendar

January 13th / 27th

February 10th / 24th

March 10th / 24th

April 14th / 28th

May 12th / 26th

June 9th / 23rd

Month-Club Mtg / Board Mtg

July 14th / 28th

August 11th / 25th

September 8th / 22nd

October 13th / 27th

November 10th / 24th

December 3rd Christmas Party

