

# CATFISH SQUADRON

## EAA CHAPTER 797



13344 80 Terrace, Live Oak, FL



\*VOLUME 24 \* NUMBER 08\*

August 2024

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## EAA Chapter 797 Meeting: The Monthly Meeting will be on August 17, 2024

 **PANCAKE BREAKFAST**  
Fly-in or Drive in  
Suwannee County Airport, 24J



**Pancakes**  
**Scrambled Eggs**  
**Sausage**  
**Bacon**  
**Orange Juice**  
**Apple Juice**  
**Coffee**



**8:00 to 10:00 – 3<sup>rd</sup> Saturday**

**Pancakes and Eggs \$7.00 No Eggs \$5.00**

Everyone is invited to stay and enjoy  
VMC Club presentation and our  
Monthly Meeting!



## From The Top

It is such an exciting time to be a part of all the activities at our airport. Join us this Saturday for another awesome breakfast as we make some more memories together.

Your President

Ed Conrad, President  
E-mail # [Dieseled@me.com](mailto:Dieseled@me.com)  
Phone # 386-984-0740

### Meeting Photos





## VMC Club

This month, FAA FAAST is presenting a seminar Saturday August 17, 2024, at 11:00AM at the EAA 797 club house following the monthly pancake breakfast and meeting.

This seminar focuses on preflight inspection after maintenance and possible aftermath of mechanical anomalies. It will be Presented by Pete VanSpronsen and William Schretzmann.

FAA Wings credit will be issued those signed up for the seminar via FAAST website, as well as those signing in with their SSN at the beginning of the presentation. This seminar has great value to those who fly and do not fly!

Pete VanSpronsen

## Florida General Aviation License Plate Plans Move Forward



A bill was signed by Governor DeSantis on June 17th that would approve a new general aviation license plate.

The license plate was designed by three general aviators: Richard Golightly, Dr. Ian Goldbaum and Joseph Hurtuck. With the assistance of Regional Manager Stacey Heaton, State Rep. Doug Bankson and his office, and Sen Gayle Harrell and her office, the plan moved forward.

The purpose for the plate was focused on giving back to the aviation community. Proceeds from the sales of the plate will go toward a statewide scholarship opportunity for young people in Florida to pursue flight training, aircraft maintenance certification, and degree-seeking programs in engineering and other aviation fields.

While the bill will come into effect on October 1, the aviators will have two years to sell 3,000 presale vouchers before the license plate can be produced. If you are interested in a presale voucher, the development team is asking that pilots inquire at the following website:

<http://www.floridageneralaviation.com/>

This website contains the information that you will need in order to pre-order a Florida Aviation Specialty License Plate.

# Membership Information

For those who are considering joining the club or are interested in renewing membership. The membership year runs from January 1<sup>st</sup> through December 31<sup>st</sup>. Any new member dues collected after October 1<sup>st</sup> each year will carry over until December 31<sup>st</sup> the following year. The cost of annual membership to our chapter is \$20.00 a year.

Please remit payments in person or to:

Suwannee Co. Airport, EAA Clubhouse  
13344 80th Terrace  
Live Oak, FL 32060

Editor



## Pot Luck Tuesday Reminder.

Potluck Tuesday is held on the fourth Tuesday of the month at the clubhouse. This is a great time for club members to socialize and enjoy great food. Socializing is at 6:00 PM with dinner at 6:30 PM.

Check the Facebook page for dates and times.



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3526 East HWY 90  
Lake City, FL 32055  
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## Young Eagles

We are winding down the summer and preparing for our fall Young Eagles activities. Our next planned event will be on October 12th. Please stay tuned for updates for sign up dates.

Dave Holmes,  
Young Eagles Coordinator



## **Congratulations to Tucker Rice!!**

The video of his first flight in the C130 Hercules at Little Rock AFB is posted on our Facebook page. Be sure to check it out.

On behalf of our members, I would like to let him know that our club is very proud of him, and we look forward to the updates as he continues his training!!!



# FlightOberfest

## At Sun – N – Fun Expo Facility



October 12, 2024 from 11:00AM – 9:00PM

First Ever!!! Flightoberfest, a fall celebration at the SUN 'n FUN Expo campus with Aircraft displays, Music, Food, Craft Beer, Kids Activities and more. This event starts after the annual [Pumpkin Dash 5K](#).

**Tickets: Admission only ticket** - \$5, kids 12 and under are FREE. **Epic Package** - \$30, includes Admission, Commemorative Cup and **3 seasonal craft beer tickets** (full pour) (Craft Beer will begin at 3PM).

### [Ticket Information](#)

Parking is free and is located in the General grass parking lot off of Medulla Rd at airport gate 121. Follow signage. [Click here for a GPS waypoint for the parking lot entrance.](#)

**Suwannee Aero LLC**  
**AIRCRAFT MAINTENANCE, REPAIR  
 AND INSPECTIONS**



**Doug Libby**  
 (386) 776-2780      A&P IA      19432 161<sup>st</sup> Court  
 (386) 314-5891cell      O'Brien, FL 32071  
[LibbyABD@aol.com](mailto:LibbyABD@aol.com)      Suwannee Belle Airpark (9FL0)

## SkyRaider Club Project Updates:

Zoom meetings and research has continued and the project has continued to move forward, thanks to our many members who have an interest in learning how to build an airplane. However, the project is on a temporary hold while the necessary paperwork is being obtained, if you are interested, please be sure to contact Allen Rice for updates and when the next meeting and workday will be scheduled.





## **Avgas Developer: Drop-in Fuel for 100LL Not Possible**

“There is no such thing as a drop-in unleaded fuel to replace 100 Low Lead.” “We thought initially we were going to be able to do that, but we discovered we can’t do that either.” According to Dan Pourreau of LyondellBasel Industries as he addressed a crowd at EAA AirVenture Oshkosh.

While there is full-scale engine and airframe testing being done under the FAA’s Piston Engine Aviation Fuels Initiative (PAFI), there will be paper and technical modifications necessary to ensure that a new high-octane unleaded fuel will work across the U.S. in the piston-engine aircraft fleet. The LyondellBasel Industries had partnered with VP Racing to formulate the new fuel and their fuel was the first to pass the 350-hr. durability testing. The other competing fuel candidates had failed to meet the FAFI’s criteria.

This current success was in a turbocharged Continental TSIO-550-K piston engine. While, the fuel did pass PAFI requirements in this engine, the team learned that replacing the 100LL with the new high-octane fuel in every engine and aircraft would not work without making changes

The problem arose because the majority of certificated airplanes were currently certificated with use of 100LL. It has a MON (Motor Octane Number) of 104. They found that without other manganese or octane boosters, they could not reach the 104 MON that was needed. The best they could do was 100 MON. They determined that it was virtually impossible to increase the unleaded MON to 104 or possibly 106 to make the fuel work in a

across the entire fleet. They reported that it was “virtually impossible to reach the MON without changing the properties (of fuel) so much, it’s no longer practical and effective”.

The FAA and PAFI goals were to “leave no plane behind”. According to Pourreau, “The current engine manufacturers would have to make “paper modifications” to operating conditions such as cylinder head temperatures and pressure altitudes’, He reported that, “the engines that cannot safely operate with paper mods would require technical or mechanical modifications”. These questions regarding “paper modifications” and associated costs have created a lot of questions. So, the extent that these modifications will be necessary are being further investigated by the FAA and the EAGLE initiative.

[Link to Avweb Article](#)

Credit to Avweb  
Summary: Editor

## **Cirrus Aircraft Warns G100UL fuel could nullify warranties.**

While there is a lot of discussion on the new unleaded fuel, not every manufacturer has jumped blindly onboard. Cirrus created a stir when they issued a service advisory on June 19<sup>th</sup> that indicated that using the unleaded General Aviation Modifications Inc. G100UL fuel may nullify warranties.

GAMI had spent several years in development of their fuel only to be notified that while some aspects were encouraging, there were some critical safety questions regarding materials compatibility, so the results were deemed “inconclusive”.

The fuel had been tested in the SR20, SR22 and SR22T. The G100UL fuel is made from a different chemical composition than that of leaded avgas and any fuel used will still need to be compatible with fuel tanks, bladders, lines and accessories. This G100UL is not part of the FAA testing through FAFI but it had been tested by the American

Society of Testing and Materials Standards (ASTM).

The problem arises because the Cirrus aircraft are covered by the standard three-year warranty and extended 5-year warranty. Those warranties are “void if products not supported or approved by Cirrus are installed or applied to the aircraft”.

The SR22, SR22T and some SSR 20 models are equipped with Continental engines. Continental manufacturer warranties exclude damage that is the result of “non-approved fuel”. Lycoming engines are in some of the SR20’s. Lycoming also excludes damage from “non-approved fuels. Neither Lycoming nor Continental has specifically approved the new G10UL.

Cirrus is continuing to work with GAMI, Swift and LyondellBasell to find a safe alternative to leaded avgas but they insist that safety is the upmost core value, and they will not approve the use of a fuel until a thorough testing, including flight testing has proven them safe.

The FAA Reauthorization Act of 2024 requires airports that offered avgas in 2022 to continue to do so until 2030 or until a FAA certificated alternative is available.

[Link to full AOPA article](#)

Summary: Editor



### What is EAGLE?

General aviation knows that there is a serious movement to eliminate 100LL and there are many references to EAGLE. So, what is EAGLE and what are they doing?

EAGLE is a coalition of 10 associations representing general aviation, the petroleum industry and working with the FAA to lead to a “safe and successful transition to an unleaded replacement for our existing 100LL fuel.

“Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative was established in 2022 with the goal of eliminating aviation gasoline lead emissions before the end of 2030 without adversely affecting the safe and efficient operations of the general aviation fleet”. They are moving forward by using “four integrated pillars” to do this.

1. Develop the infrastructure needed for refining to distribution.
2. Conduct research and development for safety and how to minimize the impact this new fuel will have on transitioning aircraft. “No Aircraft Left Behind”
3. Development of a viable 100 LL that meets safety of the fleet. This includes fuels assessed by PAFI (FAA Piston Fuels Initiative) test program and traditional FAA (STC) type certification program.
4. Support EPA and FAA regulations to eliminate lead emissions.

Currently, there are only two paths to authorize these new fuels. One is the PAFI and the usual FAA STC process. Two fuel developers, Phillips 66 with Afton Chemical and LyondellBasell with VP racing are working on the new fuels through PAFI. Swift is also independently working on a high-octane unleaded fuel.

EAGLE is the organization that will be responsible to finding a solution for the nearly 20,000 landing facilities in the U.S. (65% of which sell fuel). These airports are under increasing, significant pressure from communities to eliminate lead emissions.

Editor

## Wings Over Suwannee Cancelled

Wings Over Suwannee has been cancelled.  
Provisions have been made to return  
donations to the sponsors.

## Club Calendar

- EAA 797 Club Meeting – 3<sup>rd</sup> Saturday of every month.
- Potluck Tuesday – 4<sup>th</sup> Tuesday of every month.
- Young Eagles Day – October 12<sup>th</sup> at the club house
- FlightOberfest – Sun-N-Fun Expo center on October 12, 2024, from 11am to 9 pm.

**Please email corrections, event information,  
photos, and any information that you would like  
to pass on to:**

Norma Bolyard  
[SpnkyPilot@gmail.com](mailto:SpnkyPilot@gmail.com)

352-316-5759

