



# LOUD AND CLEAR

EAA Chapter 319

Next Meeting is April 10th 2012

## ABOVE THE CLOUDS



Included in this newsletter is a draft proposal seeking the dispensing of Mogas at the Ashland airport. The proposal is the work of EAA chapter member Jim Boekl. Please read the proposal prior to the April 10 chapter meeting. There will be a discussion of the proposal, and we will talk about how to best support the request.

Long time Chapter 319 member Art Lumley decided not to renew his national and chapter membership this year. Art seems to be committed to many activities and had decided to start cutting back. I expect Art to join our meetings from time to time, but not likely until the May BBQ at the Pankonin hangar. Our Tuesday meeting night conflicts with the Jacksonville Rotary meeting, and since Art is President of that organization his presence is required there.

With Art's departure from chapter activities, we have not only lost his valued participation as a member we also lost his services as newsletter editor. We are still working on putting our newsletter team together. The April newsletter may be a little thin on content, but we expect to provide more content in the coming months.

I'll be looking for some volunteers to help the Pankonin's clean and prepare their hangar for the May 19 BBQ. Volunteers should be available to work on Friday, May 18. I'll take names of volunteers at the April chapter meeting.

Dennis Lewis, President

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March 20, 2012

Fellow Pilots of Southern Oregon and Northern California:

I've been following the general aviation news and controversy surrounding 100 low-lead gasoline (100LL) with great interest and concern. Lawsuits by environmental groups and the \$6.00 or more per gallon price have put the only gasoline available at the airport in jeopardy and out of reach of some of us who fly small aircraft.

It seems to me and the numerous people who have commented about this issue on various forums and websites, that if airports offered the unleaded, non-ethanol premium auto gas, "Mogas," for those of us who are approved to use it the result would be a reduction in lead contaminants and a fuel cost savings of \$1.00 to \$2.00 per gallon.

A lot of us use Mogas already. Wouldn't it be nice to be able to pump it from a dedicated tank at the airport? At the moment, I know of only one airport in Oregon that offers Mogas - Lebanon State. I believe there is room for at least another one - Ashland Municipal.

Below, I've drafted a proposal to the Ashland Airport FBO, Skinner Aviation, and the City of Ashland to consider offering Mogas in addition to 100LL. I'm looking to assemble a group of pilots who support the idea to show the FBO and City there is a profitable market for Mogas, as well as other good reasons for offering it.

Please take a look at the proposal and feel free to offer your constructive criticism and support. I hope to compile a list of pilots who would want to purchase Mogas at the airport and present the list when the proposal is offered to the FBO and City.

I want to be clear that my intention here is NOT to persuade pilots to switch to Mogas. Rather, it is to rally those of us who already use it, or would if it was more readily available. This seems to me to be a good opportunity for us to show the FBO, City, and the public that pilots can step up and work together to solve problems and help shape the future of general aviation. Please contact me by email or phone as shown above. Thank you for your support.

DRAFT Proposal, March, 2012  
Prepared by: Jim Boeckl, Ashland, OR  
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**PROPOSAL:** To establish a tank and pump to dispense **unleaded, non-ethanol, premium automotive gasoline, "Mogas;"** a cleaner burning, lower-cost, proven aviation fuel alternative to the currently available 100-octane leaded gasoline at the Ashland Municipal Airport (S03).

Today, there is only one aviation gasoline available at the vast majority of airports throughout the country: 100-octane "Low Lead" (100LL). This fuel works well in high-performance, high-compression aircraft engines, but poses problems in the thousands of lower-compression

engines that power the majority of general aviation aircraft. This fuel contains lead, which poses an environmental and public-relations problem for aviation.

Not long ago, pilots had the option of pumping 87 octane leaded aviation gasoline at the Ashland airport, designed for the lower-compression aircraft, while owners of high-compression aircraft used 100LL. Unfortunately, the 87 octane avgas faded into oblivion with the push for unleaded gasoline, leaving only 100LL. The 87 avgas pump and 4,000 gallon tank currently sit unused and empty next to the 100LL pump and tank.

In the past year, a potential crisis has been brewing for 100LL due to the fact that it is the last remaining gasoline to contain lead.

The Attorney General and an environmental group called the “Center for Environmental Health” have filed lawsuits against airports in the state of California for selling 100LL because it contains lead and is a pollution threat.

The Environmental Protection Agency (EPA) and Federal Aviation Administration (FAA) are currently working with an aviation coalition to develop an unleaded replacement for 100LL, but it will likely take years to create, test and approve it.

There is an **unleaded** gasoline available throughout Oregon that is an excellent replacement for the 87 avgas today, but it is not available at airports. It is called “Mogas,” an unleaded 92-octane gasoline that is developed from automotive gas. Unlike auto gas however, **Mogas does NOT contain ethanol**, which poses problems for engines and fuel systems. Mogas is an outstanding alternative to 100LL for tens of thousands of general aviation aircraft.

Fifty years ago, the Experimental Aircraft Association (EAA) began testing alternative fuels and in 1982, the FAA approved a Supplemental Type Certificate process (STC) that allowed numerous aircraft engines to use automotive gas. Since then, more than 74,000 auto gas STCs have been issued to aircraft owners.

Unfortunately, automotive gas now contains ethanol. Ethanol absorbs water, which can stop an engine suddenly and cause corrosion in the fuel system. Ethanol produces less energy than gasoline resulting in less efficiency, and has a tendency to dissolve seals and hoses. These problems apply to all engines that use automotive gasoline with ethanol – automobiles, boats, RVs, ATVs, farm and garden engines, etc.

**Mogas does NOT contain ethanol** and is the best-suited gasoline for all of those engines, as well as the general aviation engines that would be using 87 avgas if it were still available.

Mogas is premium-grade, 92-octane, **unleaded** gasoline that is better suited to lower-compression aircraft engines than 100LL. Ironically, 100 “Low Lead,” contains 2 grams of lead per gallon, which is four times the lead in the obsolete 87 octane avgas. That much lead helps raise the octane level to 100, but it results in deposits that foul spark plugs and cause valves to stick in the lower-compression engines that don’t need 100-octane fuel. It is this lead that is the motivation for environmental lawsuits against the continued use of 100LL.

The new category of Light-Sport Aircraft (LSA) continues to grow at a substantial rate with more than 120 manufacturers worldwide. The preferred fuel for the vast majority of engines used in LSA aircraft is Mogas.

The cost of gasoline is on everyone's mind these days. The price of 100LL reached \$6.15 per gallon at the Ashland Airport in August 2011. At the same time the price of Mogas at Hayes Oil in Medford was \$4.30 per gallon (\$1.85 per gallon less). The owner of a Cessna 172 who flies 100 hours per year would save about \$1,000 per year by using Mogas.

The challenge is getting Mogas to the airplanes. As of this writing, there is only one airport in Oregon that sells Mogas to the public – Lebanon State. There are about 100 airports across the U.S. that do, as well.

Larry Knox, the Fixed-Base-Operator at the Lebanon State Airport, said there were no additional liability issues with him selling Mogas than there were with selling 100LL because Mogas is an FAA approved aviation fuel. He said his liability insurance and premiums did not change when he added Mogas as an option.

There are two options to dispense Mogas at the Ashland Airport. The most pragmatic is to use the empty 4,000-gallon tank and pump that used to store and dispense 87 octane avgas. That will probably require the airport to switch from being an Air BP "branded" fuel station to being an "unbranded" station.

The second fueling option is to lease or buy a dedicated Mogas tank and pump, but this option would result in a higher fuel cost.

There are numerous benefits to selling non-ethanol Mogas at the Ashland Airport.

- \* Mogas is a well-accepted, FAA-approved alternative to 100LL aviation fuel.
- \* Mogas has proven itself to be a safe and better replacement for the discontinued leaded 87-octane avgas that was intended for the large volume of lower compression general aviation engines.
- \* The use of unleaded Mogas reduces lead pollution and sends the message that pilots care about the environment.
- \* Mogas reduces lead-fouling problems in low-compression engines that have been stuck using 100LL, and those low-compression engines make up the majority of general aviation engines.
- \* Mogas costs considerably less than 100LL.
- \* Dispensing Mogas from a pump at the airport will enhance safety because pilots will no longer have to haul their fuel to their airplane.
- \* The airport will profit from selling Mogas once pilots start buying it there instead of at the distributor outlets.

Offering Mogas at the Ashland Airport will benefit local and traveling pilots, general aviation, the environment, and increase revenues for the airport. It will also further demonstrate that the City of Ashland is on the leading edge of progressive solutions to energy and environmental challenges.

## **MINUTES - Board Meeting, Chapter 319 – March 13, 2012**

President Dennis Lewis called the meeting to order at 6:30 PM at:  
The SOHA, Clubhouse - Lower at 2465 Sun Oaks Drive in Medford, Oregon.

### **Directions to the Clubhouse - Lower:**

- **I-5 Exit 27** provides access to **Barnett Road**, running East – West.
- Take **Barnett Road** Eastbound **0.6 miles**.
- At the large **Key Bank** sign, turn right onto **Black Oak Drive** and go **0.13 miles**.
- Immediately past **St. Mary's School**, turn right onto **Sun Oaks Drive** with a gate.
- The gate is open **6:00 AM to 7:00 PM**. (See the after hours procedure below)
- The **Clubhouse** is on the **right**. Parking is to the **left**.

### **Meeting Minutes**

The minutes for the February 14 meeting were accepted; however, the dates for the Tuesday meetings have since been found in error. The correct dates are listed in a following paragraph.

### **Financial**

Treasurer Glen Finley was absent; likely, the balance sheet as of February 29, 2012 as well as a profit and loss statement for YTD, January through February 2012, will be presented at the April Meeting.

### **OLD BUSINESS**

The last EAA Chapter 319 meeting was held on February 14, 2012. The meeting location having been determined, a search for a place to store Library (books and document files), Link Trainer, Vari-eze Simulator, Rocket Ride, folding tables and chairs, etc. continues. Until a permanent storage site is found, Glen Finley is generously allowing these items to be stored in his hangar at MFR. It is planned to the stored materials with the intent to discard and or distribute it thus reducing volume.

The Sun Oaks Clubhouse - Lower. The facility is reserved for 2012. Meetings are scheduled for the second Tuesday of the month through May and for the second Thursday of the month in June through November.

Tuesday, February 14* (as corrected)	Thursday, June 14
Tuesday, March 13* (as corrected)	Thursday, July 12
Tuesday, April 10* (as corrected)	Thursday, August 9
Tuesday, May 8* (as corrected)	Thursday, September 13
	Thursday, October 11
	Thursday, November 8

\* Although the second Tuesday is as equally satisfactory, the chapter is “wait listed” for the second Thursday of the month.

#### **EAA 7:00 PM CLOSED GATE PROCEDURE:**

(Please do not “tailgate.” Wait for the gate to close.)

1. Use “A” to “Z” to display “**CLUBHOUSE - LOWER 302**”
2. Press “CALL” ...If “busy”, press “0” and try again.  
Clubhouse will answer as “**EAA MEETING.**”
3. Identify yourself as “**EAA MEMBER**” or “**EAA GUEST**”  
Clubhouse will key “4” to open gate.
4. Proceed to Clubhouse on the right with parking on the left.
5. The “**EXIT GATE**” will open as you approach it.

For assistance call **Sam Russell's cell 520 490-2114.**

#### **Video System Study**

Progressing toward the chapter desire for a projector to support instructional and entertainment programs, board members have gathered technical information on available units. Brad Pankonin and Dennis Lewis are to evaluate the capability vs. cost and make a recommendation to be Board and possibly to the general membership.

## **Newsletter Editor**

The search for a newsletter editor continues. Ben Musolf has recently joined EAA Chapter 319. He is the Newsletter Editor for the Rogue Eagles RC Model Airplane Club. Look it up on the internet. Having viewed an example of the cover on his newsletter, we are hopeful that he will serve as the Chapter 319 Newsletter Editor as well. Ben's number is 541 608-7240 and e-mail is flight431@msn.com.

## **NEW BUSINESS**

### **Checkbook Access**

It has become apparent that, with the normal Chapter personnel changes or assignments, the list of authorized signatures on the chapter checking account should be updated. Likely, Glen will report on this subject upon his return next month.

### **National Membership**

Though membership in the EAA National Association may not be strict requirement by some local chapters, a national membership is absolutely required of every chapter Board member. The Chapter has been informed that a continued violation of this requirement, will result in the loss of the Chapter's nonprofit status and perhaps more.

### **Chapter Meeting Day**

Because of the availability of the SOHA Clubhouse The meeting nights will have varied between Tuesday and Thursday during this year of 2012. Looking ahead to 2013 there is the opportunity to select the evening of the week that prefer. The members of the board present on this day found either day acceptable. It is therefore left for the general membership to consider the issue

Dennis Lewis moved and Sam Russell seconded that the meeting be adjourned. The motion carried

## **Minutes – General Membership Meeting, Chapter 319 – March 13, 2012**

President Dennis Lewis called the meeting to order at approximately 7:30 PM. We began with member and guest introductions. The Chapter business meeting was limited to a show of hands regarding the Tuesday vs. Thursday meeting day for 2013. There was a limited amount of chapter business. As with the board members, the general membership was indifferent about the Tuesday vs. Thursday meeting day for 2013; therefore, Thursday will continue to be the chapter meeting day.

Sherri Shusterwitz and a few kitchen volunteers spread out the St. Patrick's theme decorations and treats.

Members had paraded in with the scale model of the Polliwagen kit plane that we had seen at the previous meeting. Also numerous outsized drawing documents were spread on the tables. This was evidence that Jack Ashcraft had recovered enough from the Flu to be our program speaker.

Jack is a long time pilot, aircraft builder and aircraft assembly instruction document preparer, though his work is not limited to that. The instruction drawings and illustrations include finely detailed graphic perspectives, cutaways, and exploded views. In today's vernacular, Jack is "old school", with the eye to visualize complex spatial assemblies and the hand skill to put it on paper. No CAD here! On the table lay numerous examples of his work pertaining to various aircraft.

After explaining the structural concepts and methods of construction employed in the Polliwagen kit homebuilt, he related his experience in flying it. He answered many questions regarding the performance, flight characteristic, handling qualities etc.

Following Jack's presentation, he continued conversing with members as we shared the St. Patrick's Day treats.

The meeting adjournment was moved by Dennis Lewis and seconded by Sam Russell at approximately 9:30 P.M.

As a resident of the Sun Oaks community, I was very proud of the way that all chapter members pitched in to assure that the clubhouse was left in the orderly and spotless condition that they found it! Thanks to all!  
Sam