



EAA CHAPTER 206 NEWS

APRIL 2009

FROM THE PRESIDENT

My hat is off to all of you who attended the Wings' presentation on Saturday, April 4th, when the weather was so good outside. I had just come back from three rainy days in Portland, saw the great weather, and couldn't contain my urge to fly. Also, I had a destination in mind, the wind machines down near Goldendale. If you haven't been down there recently, it looks like the dams have challengers, around 100 huge wind machines from Goldendale on east. Dennis Franz went flying with me and I have to say, he had the lightest, least over-controlling touch of anyone who has flown with me. Maybe it comes from fine tuning pianos.

One last comment about flying in Bill Hudson's RV-6, I think it inspires people. It made me want to build my own which only ended when Bill's plane was put up for sale. My oldest daughter, who previously had little interest in light aircraft, has had two flights in the RV-6 and has since told me that she wants to take flying lessons as soon as she is earning enough money. Must be the airplane!

I think May could be a good month for a fly-out. Anyone interested in going to the Hood River museum? Let's talk at the April meeting at Yakima

Aerosport. We will be bringing the coffee pot, cups, and treats. Mike Butterfield said that he has some fine coffee beans to fresh grind for our brew. Hope to see you there!

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UPCOMING EVENTS

This month's meeting will be Thursday, April 16 beginning at 7:00 p.m. The meeting will be held at Yakima Aerosport and will feature Mike Butterfield & Todd Braman who will be updating us on both their manufacturing and maintenance business.

May's meeting will be an open house and BBQ at Yakima Airpark on May 21.

"Accuracy means something to me. It's vital to my sense of values. I've learned not to trust people who are inaccurate. Every aviator knows that if mechanics are inaccurate, aircraft crash. If pilots are inaccurate, they get lost—sometimes killed. In my profession life itself depends on accuracy."— Charles A. Lindbergh, .

**FROM OUR TECHNICAL ADVISOR
Pete Dougherty**

FUEL LINE MATERIALS

This is just a brief overview of some of the different types of fuel lines used in various aircraft today and a few pros and cons for each one.

ALUMINUM

Aluminum fuel lines are probably the most common and have become the industry standard on the majority of both certificated and homebuilt GA aircraft. They hold up well to various types of fuels, they are relatively light weight, and do not tend to corrode. The aluminum used to make the lines is soft so it is easily formed but it can also be dented if something hits it.

STAINLESS STEEL

Stainless steel has the advantage that it is much tougher than aluminum but it is harder to form and shape. Usually used only in exposed areas such as in the wheel wells of retractable gear aircraft where the extra corrosion and damage protection is needed. Also, in the engine compartment going to the fuel injectors on a fuel injected engine. Stainless lines can stand up to more heat than aluminum or plastic.

PLASTIC

Plastic fuel line has several advantages but some major disadvantages as well.

It is the lightest of the the materials available and can usually be easily manipulated by hand without special tools. Some of the disadvantages and things to consider when working with plastic fuel lines are the compatibility of the plastic with the type of fuel used, how tight of a radius it can be bent into without causing it to kink, and protecting it from anything chafing against it. Also, most plastic fuel lines have a service life of a specified number of years. They tend to become brittle with age and need to be replaced. This age can vary but it wouldn't be unusual to have to replace them in 10 or 12 years.

Whatever fuel line you decide to use, do your research and make sure you know as much about the material you are working with so you do not create problems for yourself down the road. A fuel system has a relatively simple job to do, but it is not necessarily as simple as it looks to get your fuel from the tank to your engine.

What subject do you want to see in the Q&A Column next? Please email requests to: pilotpeat@hotmail.com with "Q & A Column" or something similar in the subject line.