

# Aircraft News Items





Updated: Today at 11:31 PM [PHOTO: Airport low on fuel](#) Supply of nonethanol product [CRASH](#) by putting Central Maine airport in a tight spot. [Lisa Mader@bostonherald.com](#)

Staff Writer [PHOTO: Airport low on fuel](#) Supply of nonethanol product [CRASH](#) by putting Central Maine airport in a tight spot. [Lisa Mader@bostonherald.com](#)

[Maine State Police](#) about a month, nonethanol fuel — which is widely used in small engine planes, as well as lawn mowers, boats, snowblowers and antique cars — will not be available in Maine. There will be two main alternatives. For aircraft it will be a more expensive, low-lead gasoline. For other engines, it will be fuel that contains a percentage of ethanol. The options have either monetary or performance drawbacks, according to people who rely on the less expensive, nonethanol fuel, and could spell trouble for businesses selling the fuel, such as the Central Maine Airport. "My phone's ringing off the hook: 'What are we going to do? What are we going to do?' I don't have an answer for anybody," airport operator Kristina Wallace said. She is certain of one thing, however: "Our airport runs on our fuel sales." [John Mader of Fairfield](#) is a pilot who flies a C182 out of the airport. She fills the C182 plane with gas that has an octane rating of 87.

However, due to a combination of federal regulatory requirements, tax incentives and market forces, fuel refiners and distributors are discovering it is no longer economical to supply that fuel.

Huber said that with an 87 gasoline, she will be forced to purchase 100 low-lead aviation fuel, which is about \$3 more per gallon. She will "definitely" not fly as often, she said.

Mike Willey of Oakland, a pilot and member of the airport advisory committee, added that the 100 low-lead fuel can be detrimental to planes that are not designed for it. The lead "fouls spark plugs and causes stuffed valves," he said, requiring more maintenance.

The fuel distributor for the airport, Winston Judd, general manager of D & C Transportation in Vermont, explained he can provide the nonethanol fuel for about a month and a half longer.

"I'm going to supply them as long as I possibly can, and when it's done, it's done," he said.

Judd gets the nonethanol fuel from Ultramar, a subsidiary of Indian Energy Corporation, which runs and operates a refinery near Quebec City.

Louis Forget, vice president of public and government affairs for Ultramar, said the company replaced conventional nonethanol gasoline with a fuel that contains 10 percent ethanol, called E10, effective July 1. Ethanol is largely derived from corn.

"The U.S. industry has made the change to ethanol gas for a number of reasons: cleaner burning, less dependence on foreign supply, and it's more economical," he said.

The company was one of the last to make the change, he said. "In order to respond to U.S. demand."

E10, however, is not approved for any aircraft, said Parker Tyler, a member of the airport's advisory committee. Why? Because it causes engine failure.

But it's still used on other engines, such as those for lawn equipment, boats, chainsaws and snowblowers, and it's causing problems.

E10 is a "powerful solvent that can damage engines and fuel systems, break down fiberglass fuel tanks and rapidly absorb water from the atmosphere, causing engine failure," according to the office of U.S. Sen. [Susan Collins](#).

It has been a particular problem for boaters, causing some boats to stall. Repairs are expensive, according to the office. Converting to aluminum fuel lines is also expensive.

But what can be done to introduce the nonethanol fuel back into Maine's market? asked Rep. Meredith Strang Burgess, R-Cumberland.

Judd, the distributor, had an answer: "The only thing they can do is across and holler at their congressmen. If anyone's going to do anything about it, it's going to be the federal government."

Strang Burgess and Sen. Lisa Murkowski, D-Meterville, discovered exactly that when they proposed a bill during the last legislative session to require retail dealers and distributors to offer nonethanol fuel. The bill stalled because "it wasn't something we could fix at the state level," Strang Burgess said.

In 2007, the federal renewable fuel standard was updated to require that a minimum of 9 billion gallons of ethanol be blended into the gasoline supply in 2008. By 2022, that number is supposed to reach 36 billion gallons.

People have access to nonethanol fuel in other areas, such as the Midwest and Sweden, but getting it to Maine is not cost-effective, Willey said.

Ironically, he said, when fuel arrives in Maine, at terminals in Bangor or Portland, it is ethanol-free. When it is blended stock, it cannot be sold by retail outlets, however, because it only becomes approved as road fuel after it is mixed with ethanol.

To get nonethanol fuel to retailers, including Morringson's airport, the blend stock would have to meet physical and chemical standards, Willey said.

There would also need to be a distribution system. Currently, trucks and storage tanks have been converted to hold just fuel that contains ethanol. Converting back to nonethanol fuel tanks would be expensive.

"(Irvine) could create a tank of nonethanol gas. They could do that. But there's not enough demand from the consumers to pull it through. And I think, in fact, there would be, but you have to tell the consumers about it," Strang Burgess said. "Recreational pilot people, a few people paid attention, but not many. Wait till it stops coming. Then they'll get it."

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## [Aviation Tax Update](#) (Aviation Tax Consultants)

Click on Link Above for current law on Aviation Tax Matters.

## Aircraft re-registration requirement on horizon

A rule requiring aircraft re-registration is awaiting FAA Administrator Randy Babbitt's signature and could go into effect this fall. Currently, there is a one-time aircraft registration with a \$5 fee; the new rule would require that aircraft be re-registered every three years, and the fee for that is yet unknown. Exact details of the requirement and process won't be known until the rule is published in The Federal Register. [AOPA Online](#).



Special Report: Business Aviation  
**Making The Case For Business Aviation**  
 Carl Lavin, 06.01.10, 6:00 PM ET

Business aviation veterans who have handled every type of weather became ill from one scene in Washington in November 2008. Three top auto industry executives flew private jets

from Detroit to plead for a federal bailout. Couldn't you have jet-pooled, one congressman asked?

For an aviation industry already hit hard by the global recession, the scene cast a harmful stereotype in sharp relief. Here was more evidence that private aviation was expensive, wasteful and elite.

Within months, pilots, aircraft owners and plane manufacturers were striking back. Newly energized advocates organized around a new leader at a top trade group with an extensive government background and a new congressional caucus. Two other trade groups published a new business aviation survey, showing that most business flights ferried technical, sales or service staff or middle managers.

"Only 22% of passengers on business aircraft are top management," according to the October 2009 survey prepared for The National Business Aviation Association and the General Aviation Manufacturers Association.

Their survey also found that most companies operating business aircraft are small, with fewer than 500 employees, and that 80% of flights are made to airports with infrequent or no airline service.

Industry advocates knew they had work to do to make a positive impression on Capitol Hill, but they also knew they had plenty of allies in both parties. Organizing a General Aviation Caucus in both the House and the Senate brought together the strongest elected voices supporting business aviation.

[Rep. Allen Boyd](#), D-Fla., helped found the House caucus last year and wants to be sure the government keeps private flying safe and accessible. "As a pilot myself, I know that I appreciate easy access to general aviation airports," he said.

[Craig Fuller](#), who became president of the largest aviation group in the world, the Aircraft Owners and Pilots

Association, in January 2009, brings decades of public policy experience to the task of advocating for general aviation. Fuller was chief of staff to then Vice President George H.W. Bush and has been flying since he was 16.

“We want the government to continue to allow us the freedom to fly,” Fuller said in an interview with Forbes, adding that such freedom “is in many ways uniquely enjoyed” in the United States. “That means,” Fuller added, “not over regulating or over taxing to the point when people can’t afford to do it.”

▪ ***EPA Issues Proposed Rulemaking for Leaded Avgas***

On April 28, 2010, the Environmental Protection Agency (EPA) issued an advance notice of proposed rulemaking (ANPRM), the first step in a process that may lead to standards mandating GA’s transition to unleaded avgas. This action allows the public to comment on the current data being considered to develop standards to control lead emissions from piston-powered aircraft. Avgas is the only remaining transportation fuel in the United States that contains lead. FAA is committed to continue working with the GA community to test, adopt, and certify a new aviation gasoline fuel standard. In addition, FAA established a GA alternative fuels program at the FAA Technical Center to continue research of unleaded aviation fuels and has issued many supplemental type certificates (STCs) to allow aircraft with lower-performance engines to operate with unleaded automobile gasoline. Despite ongoing research, currently there is no definitive replacement for unleaded avgas available that will meet the needs of all GA aircraft. EPA will use data gathered through this comment-seeking process, as well as work with FAA and industry, to decide whether to enact restrictions on the use of leaded avgas. EPA estimates that lead emissions from aircraft using leaded avgas accounts for approximately half of the national inventory of lead emitted to air. EPA will accept public

comment on the ANPRM until June 28, 2010. To view the ANPRM and to provide comments, go to [www.regulations.gov](http://www.regulations.gov) and search Docket ID: [EPA-HQ-OAR-2007-0294](http://EPA-HQ-OAR-2007-0294).

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