



South Suburban Chapter Illinois Pilots Association

A Chapter of Pilots from Illinois and Northwest Indiana

Christmas Holiday Party

It's not too late to sign up!!!!

It's almost here!! Getting into the Christmas/holiday spirit starts off with the attending of our annual get-together. So, if you still have not sent in your reservation and check, there is still time to do so!! Mark your calendars NOW!

DATE: WEDNESDAY, DECEMBER 14, 2011 TIME: 6:30 P.M. CASH BAR
7:00 P.M. DINNER

LOCATION: POPOLANO'S
17940 TORRENCE AVENUE
LANSING, IL

The cost per person will be \$20.00. (includes tax and tip) which is the same cost as last year. This will include salad, chicken, beef, potato, vegetable, dessert, coffee/tea. Other drinks (both "soft" and "hard") are extra. If you have a special dietary need and require an alternative menu choice, please indicated this when you send in your check. *We will try to accommodate you.*

Our Treasurer, Dr. John Magon will be receiving and tallying the head count. Please cut out (or copy) and fill out the response form (see below) and include your check payable to: South Suburban Chapter, IPA. To finalize our plans, we need your response (and your check) no later than Friday, December 9th.

Mail to:

South Suburban Chapter, IPA P. O. Box 934 South Holland, IL 60473

As in previous years, our Chapter will be accepting donations for Restoration Ministries. These donations can include useable clean clothing, non-perishable grocery items, toiletries, and of course, money. Please bring these items to the Christmas Party. If you are making a monetary donation, the check should be made to Restoration Ministries.

Christmas Party Response Form

YES!! I/we will be attending the South Suburban Chapter IPA Christmas Party on Wednesday, December 14, 2011 at Popolano's

NAME _____
NUMBER ATTENDING _____ X \$20.00 PER PERSON = \$ _____ TOTAL

Please include check for the total amount above

Nitty-Gritty Mega Metars

For METARS, let's take a look at what these abbreviations represent, starting with the 'SLP' notation that comes after any comments in the "remarks" section of a METAR:

- SLP stands for sea-level pressure, with the pressure expressed in millibars. The reading is abbreviated. "SLP201" translates to 1020.1 millibars. Below 1,000 millibars of pressure the first number will be a "9", so 995.4 millibars will be posted as "SLP954." Incidentally, because this pressure is corrected for sea level it can be used as an altimeter setting in altimeters equipped with Kollsman windows having values in millibars. (Even so, the "A"-prefixed altimeter setting used earlier in a METAR is the altimeter reading for the United States. For example, "A2992" stands for "altimeter 29.92 inHG (inches of mercury).)
- The "4" group refers to snow depth on the ground, in inches. "4/036" means 36 inches of snow were measured. Of course, this group won't appear during the warmer months of the year-unless it shows!
- The next group of numbers is the "P" or precipitation sequence. This is the hourly liquid precipitation, shown in hundredths of an inch. So "P0011" means 0.11 inches of rain fell in the hour ending at the METAR post time.
- Next comes the "6" group of numbers. This stands for the last three-or six hours worth of precipitation-again, expressed in hundredths of an inch. The 6 group is posted every three or six hours, which explains why this group often does not show up in METARS. Three hour totals appear at 03Z, 09Z, 15Z and 21Z. Six-hour totals are posted with the METARs for 00Z, 06Z, 12Z and 18Z.
- The "7" group of numbers appears once a day, on the METAR for 12Z. The numbers represent the total liquid precipitation for the 24 hours before the report-again, in hundredths of an inch.
- The "T" group is for the hourly temperature and dew point-expressed to the nearest tenth of a degree Celsius. A "0" (zero) after the T means temperatures and dew points above 0 Celsius. A "1" after the "T" means below-zero Celsius temperatures and dew points.
- The next is the "1" group. It lists the highest temperature (in tenths of a degree Celsius) during a six-hour period. "1-group" reports come at 00Z, 06Z, 12Z, and 18Z.
- Next is the "2" group of numbers. This is for the lowest temperatures in the previous six hour period. "2-group" reports come at the same intervals as those of the 1-group.
- Finally, there's the "5" group. This covers pressure trends. The first number after the "5" indicates the pressure trend in the last three hours. (Numbers from 0 to 3 indicate that the current atmospheric pressure is higher than three hours ago; numbers from 4 to 5 mean that the pressure is the same; and numbers 6 through 8 mean the pressure is lower than three hours ago.) The next three numerals show the amount of pressure change, in tenths of a millibar. So a report of "57020" means that pressure has decreased by 2.0 millibars in the past three hours.

By now, you probably understand why these extra groups appeal mainly to meteorologists. All that data is fed into computer forecast models, used to verify past forecasts, compile record high and low temperatures, precipitation levels, and much more. But still, there are times when pilots may be interested.

Now let's translate a full blown METAR:


KTVC 041153Z 27010KT 7SM -SN OVC039 M05/M08 A3003 RMK AO2 SNB17 SLP178 4/006 P0000 60000 70029 T10501083 11039 21050 53014 \$

- This one's the 12Z report for Traverse City, Michigan, from December 4, so it has all the date groups except for the three-hour precipitation levels. Information and translation is from Aviation Digital Data Service (ADDS) online (<http://adds.aviationweather.noaa.gov/metars/index.php>). Hmmm, sure looks like a wintry day, complete with lake-effect snow. But notice that the "translation" only goes so far. Let's take on the full-blown translation, beginning with the remarks (RMK) group:
- RMK AO2 SNB17=automated weather observation equipment with a precipitation sensor
- SNB17 = snow began 17 minutes after the hour
- SLP178= sea level pressure is 1,017.8 millibars
- 4/006 = six inches of snow on the ground
- P0000 = no liquid precipitation fell in the last hour
- 60000 = a trace (0000) of liquid precipitation fell in the last six hours
- 70029 = 0.29 inches of liquid precipitation fell in the last 24 hours
- T10501083 = hourly temperature was -5 degrees C.; hourly dewpoint was -8.3 degrees C.
- 11039 = the highest temperature in the last six hours was -3.9 degrees Celsius
- 21050 = the lowest temperature in the last six hours was -5 degrees Celsius
- 53014 = pressure is higher than three hours ago, by 1.4 millibars

Note: the '\$' sign is an indication the sensor requires maintenance

The above information for our "aviation weather education", was contributed by Dr. John Magon, our FAA FASSTEAM Representative. With the above information he wrote:

The weathermen and women refer to the details more than we need them. But, it is another "nice to know item".

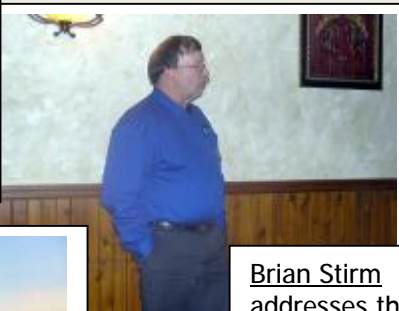
Doc 

Highlights of the November Meeting

At the November 16th dinner meeting, our guest speaker was **Brian Stirm** of Swift Enterprises located in the Purdue Research Park, West Lafayette Indiana. Brian spoke about the next generation of energy for transportation and how it also applies to aviation.

From Brian's presentation, it was indicated that Tetraethyl Lead was added to all forms of auto gasoline beginning in the late 1920s and to avgas by 1930. Phase-out of TEL began in mid 1970's with introduction of unleaded gasoline for automobiles with catalytic converters. Primary lead phase-out was completed by 1986. 1990 CAA Amendments required elimination of lead as an additive from all highway motor gasoline by the end of 1995.

Swift has been developing an alternative fuel. **100SF** is a two component, synthetic hydrocarbon fuel replacement for 100LL. It contains no oxygenates or lead and has been extensively tested in aircraft engines, both on the ground and in the air. **100SF** is still in the testing stages and is not commonly available at this time. Many pilots in attendance are looking forward to when it will be, in order to use it in place of the fuel they use now. *Thanks Brian for speaking to our group!*



Brian Stirm addresses the group



Another well attended meeting. If you were not there, you missed a great presentation!



World Record on 100SF

Richard "Smokey" Young on September 11, 2010 on a 100km Closed Course. Departed Jacqueline Cochran Regional Airport Palm Springs, California, USA (KTRM).

Record is official –sanctioned by FAI in December 2010. First time a renewable aviation gasoline has ever set a world record - FAI

Burned 4 gal of 100SF vs. 5 gal of 100LL

For more information regarding Swift, check out: www.swiftenterprises.com



C-150 - N549PU

Donated to Swift by one of their investors – Berkey Aviation. In Experimental Exhibition category to demonstrate the fuel, for now, while data is gathered. Indy FSDO was instrumental in assisting in the recertification. Worked in concert with Fuels Directorate. Comparative data gathered during normal operations on 100SF & 100LL – N549PU unmodified. Was at *AirVenture* 2011.



Rick Volker Airshows

Located in Niagara Falls, NY, they contacted Swift to volunteer the Sukhoi SU-26M as a test platform. Initial test were conducted; waiting until the conclusion of the airshow season to begin flight testing.

Airplane photos and text below them excerpted from Swift Power Point Presentation presented by Brian Stirm

Upcoming for 2012

The SSIPA Chapter Board is in the process of planning the monthly meetings and the Annual Safety Seminar.

January 18th: Starting off the year "flying high", will be a presentation on soaring and sailplanes. Bill Strawbridge (that name is a familiar one to some of us), of the Park Forest South Aviation Group will be the speaker. Check out their website: www.illiansoaring.org

February 15th: The Board is working on ideas for a guest speaker; we will keep you all posted!

March 21st: Our Annual "Signature Event" A.K.A. the Safety Seminar at Lansing Municipal Airport , (KIGO) is in the planning stages. Doc Magon is confirming speakers and topics. Facility change for 2012...the seminar will be held at the *Sun Aero* hangar.

More details on all of the above programs to follow in upcoming newsletters.

Continuing Education

There are several places to go to further your aviation education which does not stop when a pilot earns a certificate. Check these out:

The AOPA Air Safety Institute: www.aopa.org/asf
You do not necessarily have to be an AOPA member; it is possible to create a free account.

Flying Magazine: www.flyingmag.com
Website has a variety of aviation related topics.

FAA's FAASteam: www.faasafety.gov
Includes various activities, courses and seminars.

FAA Safety Briefing:
http://www.faa.gov/news/safety_briefing/
A free bi-monthly magazine in PDF format with plenty of interesting articles and photos.

Pilot Workshops: www.pilotworkshop.com
Sign up for the "Pilot's Tip of the Week".



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**Dedicated to the memory
of my wife and
my life's greatest co-pilot,
Patricia Chase Magon**

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Safety Competition Reminder

SSIPA Members, please review your flying activities and turn in your qualifying activities at the next Chapter meeting. Need another form? Not a SSIPA Member? Contact **Wayne Babiak** at: web44aia@comcast.net

Aircraft For Sale

1979 AA5A Grumman Cheetah

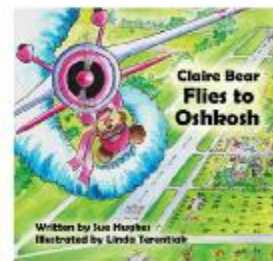
Engine is a Lycoming O-320, M20 oil separator, Zeftronics voltage regulator.
Avionics: Apollo GX55 GPS, 2 King KX170B nav/com radios, 2 King VOR indicators (one with glideslope), Garmin GTX320A transponder, King KMA20 TSO Audio panel, PS Engineering PM1000II intercom with voice/radio recorder, Century I Auto Pilot, Monroy ATD 300 Traffic Watch. Plane always hangared. Maintained by Excel-Air Services, Rensselaer, IN.
\$36,000.00 or best offer
Contact SSIPA Member: **Don Zikas** at 219.513.1353
hd.zeke@sbcglobal.net

Note that SSIPA Chapter Members may post flying related items for sale at no charge. Send info. to Wayne Babiak at web44aia@comcast.net. Will accommodate as space permits.

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State website: www.illinoispilots.com



ANNUAL CHRISTMAS PARTY!!
Wednesday, December 14, 2011
POPOLANO'S RESTAURANT
17940 Torrence Ave. Lansing, IL
6:30 PM Cash Bar 7:00 PM Dinner
Further information in this newsletter

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This newsletter is published monthly. News should be sent by the 15th of the preceding month to Wayne Babiak, newsletter editor via e-mail to: web44aia@comcast.net