

EAAA 1265 Meeting

June 20, 2009

Called to order at 09:58

12 members and guests present.

Minutes of last meeting read – Accepted.

Treasurer's report read – Accepted.

Old Business:

Shad reported on the last Young Eagles flights – there were 9 flown. They want more flights, and Shad will schedule when available.

Web Site: Due to the closure of the current (free) hosting site on Geocities, October 26, it will be necessary to move to a new host site. Members approved moving, and authorized expenditure of funds for the tools and fees. Update: Software has been purchased and a low cost hosting site has been found (justhost.com) that is \$3.95/mo with a 3 year contract. I will start the move Oct 01 to maximize the time used. The new site will be called EAA1265.org

New Business:

Sun and Fun Report: There were plenty of good forums offered. Ken flew a Tango Two that is in development and looking for investors. The controls are rather sensitive, and prone to PIO, although it was stable in 'hands-off' flight. Ken brought several brochures that were handed out.

BI-Plane Flyin at Bartlesville Ok. A very large turn out, and several hundred volunteers made everything run smoothly. They had an excellent ferry service into town. 114 bi-planes were there, with 240 other types, and 4500 attendees. (Bartlesville is the home of Philips 66)

Builders Reports:

Shad has the fuselage complete on his RV12, has finished the right wing, and has started on the left. The tail is ready to attach and he is ordering the finishing kit. He hopes to have it flying by year's end. Rans has a huge number of orders for that kit, and is working to have an O-200 engine option, and a Subaru engine, as well as the current Rotax 912. Bill is working on the engine on his Taylorcraft project.

Ken's discussion on Oils in certified engines; The FAA has a strict definition on the oil that can be used in a certified engine. Frequent oil changes is the key to removing harmful contaminants that build up in the oil. After an oil change, it takes about 5 hours or run time for the new to mix with the residue of the old oil. In 15 to 30 hours of use, the additives in the new oil start to brake down; oil filters do nothing there, just keep particulates out of the galleys. When starting cold, keep the revs down until the oil gets to the operating temperature, then the throttle may be advanced. While taxiing, lean the engine out, then go full rich for take-off. Engines should be run at least once a week to

keep the oil dispersed. Teledyne is trying to get more Cam Guard additive on hand (cost is about \$30)

Paul Schmidt's son is buying a GlassAir, and wanted to know if the chapter would be interested in taking it on as a project. The airframe is complete, and what is needed, are the instruments, engine mounting, and interior finishing. He will pay expenses and donate \$8K to the chapter for their efforts. Ray indicated that he could commit space for only about 1 year; he does not want an open-ended project that lasts many years.

Chapter will consider the proposal at the next meeting.

Runway safety Video shown.

Meeting end at 11:45