

EAAA 1265 Meeting

Mar 20, 2009

Called to order at 09:54

22 members and guests present.

Minutes of last meeting read – Accepted.

Treasurer's report read – Accepted.

Ken gave a short summary of the “Williamson Turn” that is utilized should your engine fail during take-off. It is important to know the performance characteristic of your aircraft in order to make a safe return.

Shad: The young Eagles Flights are on for Fairhope May 16. Start will be about 10 am. We need some people to man the table and print out the certificates. Teledyne is providing a lunch of hotdogs and hamburgers. 3 to 5 aircraft are possible for the event.

Builders table:

Daryl showed some of his progress on the RV12, and gave a short presentation on the build process and showed the detailed manuals that one gets with the kit. Everything is detailed in a step-by step manor that practically guarantees a good build. Most parts are CNC routed and pre drilled. Daryl is almost done on the fuselage. The engine is a Rotax 912, and the aircraft fits the LSA Category. Kit price is \$12,500 + shipping (Less engine and instruments). Modifications to the kit NOT permitted to meet the LSA category.

There is some discussion at the FAA to amend the 51% rule, and exactly what it should entail. This could affect the way kits are created and marketed.

Ray reported that his Starduster is now in the painting phase.

Steve is working on a JP-4 project. He has an airstrip near Silverhill. The JP-4 is all wood construction with fiberglass over coat. With a 200hp engine, cruse is at 240mph (70%). It has good short field capability. Everyone is welcome to come by and see it.

Ken remarked on the use of auto gas in aero engines; it's use can 'dry' the lubrication on the valve stems that were designed for lead deposits to provide a film. That may have been the cause of the stuck valve on Paul's 172 that damaged the engine. Every 3rd or 4th tank full should be 100LL to avoid this problem, and the use of an oil additive such as Cam Guard is highly recommended. Cam Guard is FAA approved. Marvell Mystery Oil does not appear to provide enough protection.

Meeting end at 10:50