



North San Diego County Vernon Payne Chapter 286

President: John Hubbard Vice President :Mike Talmadge Treasure: George Pruitte

NEXT MEETING

Thursday January 4, 2007

7:00PM

AFR Hanger Palomar Airport

JANUARY SPEAKER

John Kneep

Automobile Engine Conversions for Aircraft

MINUTES for December 7, 2006

John Hubbard called the meeting to order at 1906 hours.

Visitors were Jerry Jones (retired Air Force and partner in an Archer) and Ives Able. An Escondido resident from EAA Chapter 14

President Hubbard again noted the looming “crisis” for a new meeting place; the club will contact Oceanside Airport about a suitable space there.

John said his Gryphon was back flying after a few tuning modifications.

He noted that Brandon Tucker had made the first flight in his Zenith, entitling him to the first flight trophy (much to the pleasure of John’s wife.) John handed over the trophy to Brandon Tucker.

John said that EAA representatives were in San Diego last week and went to dinner with some club officers. Part of the reason they are in town was for the light sport aircraft tour that will be at Brown Field 0800 Saturday, 9 December.

John handed out the annual EAA Certificates for Chapter support. The following current members received certificates:

John Hubbard
Neil Hughes
Marty McNab
George Pruitte
Don Marshall
Alan Purdy
Olen Porter

Mike Manion recounted the Mira Mar tour. A write up will follow in the newsletter, but Mike

encouraged everyone who was there to send him comments and pictures. A group of Chapter members will take the Mira Mar officers out to lunch to thank them for the tour.

15B4

Brandon Tucker was the “fifteen before the Break speaker. Brandon’s plane, the first flight of which was this past month, is a Zenith 601 HDS. It has low, tapered wings and looks real nice. Brandon used a Corvaire engine conversion. He said that during an early ground test of the engine, he accidentally ran the gas tank dry and the corresponding sudden stop of the engine caused shock cooling and cracking of one cylinder. He said at least one nice thing about the Corvaire is that the repair was much cheaper than if it had been an air cooled aviation engine.

On his first flight, the temp gauge ran high and he landed as soon as he could. The problem turned out to be a sender unit rather than a real cooling problem. Since his second flight, he has seen good performance. He has over eight hours on it now. It cruises at about 130 mph. He upgraded his brakes after taxi tests and has tweaked the prop pitch as part of tuning the plane. His fuel flow sender is being worked on so he has no consumption number yet. Olen Porter will be posting a picture of Brandon’s plane on the Chapter website. Be sure to take a look.

Speaker Jeff Acord

Jeff gave an excellent talk about setting speed records. Jeff, a retired FAA air traffic controller made it clear that paperwork was a major hurdle in claiming a speed record. He made a record in his Bonanza and one with a friend in a Jet aircraft. These speed records are categorized by aircraft weight and motor type and power and are for straight-line speed between US cities that are 250 km or 400 km apart. Because of the city designation, it is possible for average flyers to try for these records and make history by getting “in the book”. For more information, see <http://www.naa.aero/> .

The meeting was adjourned at 2045.