



North San Diego County Vernon Payne Chapter 286

President: Bob Wilson Vice President :Mike Talmadge Secretary: Dave Leedom Treasure: George Pruitte

NEXT MEETING

Thursday February 1, 2007
7:00PM

AFR Hanger Palomar Airport

Note: Glenn Snavely will conduct a tour of our new meeting place at Palomar Airport before the meeting starting at 6:45PM. We won't be moving into the new facility until March.

SPEAKER

Bob MacHale.

Mr. MacHale is presently Air Traffic Manager at the Ramona Air Traffic Control Tower. He is retired from the United States Navy having served as Air Controller in the Air Traffic Control Centers on the Aircraft Carriers Kitty Hawk and Stennis".

MINUTES for January 1, 2007

President Bob Wilson opened the meeting at 7 PM. He introduced our guest: Bob Ray from Escondido, a former member and Wes Patel from Vista who has a project in progress.

Glenn Snavely announced that Palomar Airport has leased us a new meeting room for \$20/ mo. To replace the hanger which will be demolished. Kermit Davison moved that we accept the offer and the motion was carried.

George Pruitte announced a balance of \$1,400 in Chapter 286 checking account. With all that money we discussed buying a wireless microphone or a Power-Point projector.

Bill Irwin reported problems getting publicity of our Chapter activities published in the local papers. It was announced that a CD set relating to sport aviation was donated to our chapter and will be place in our library.

Young Eagles: a Young Eagles event will be held at Fallbrook AirPark on Saturday January 20. Participating pilots are invited to bring their airplane in at about 7:30 AM. The event will

conclude by about noon.

January SPEAKER

John Kneep gave a presentation on the challenges and opportunities associated with the conversion of automobile engines for aircraft use.

John has worked on both civilian and military applications.

He stressed the need to redesign auto engines to meet the aviation demands of continuous operation at extremely high RPM's. He said you need stronger pistons with bigger rods, pins and main bearings. He also suggest the need to increase cooling through porting and higher capacity water pumps.

He also pointed out that there is a great advantage in using turbochargers with auto engines to give them enhanced performance at altitude.

John also discussed the modification of diesel engine. He noted advanced technology in that area including recent development of electronically controlled fuel injection and turbocharging. The big advantages of the diesel are fuel economy and the military likes the safety of using a less volatile fuel than aviation gasoline.

John noted the need to carefully balance these high RPM engines to reduce vibration. He stressed the need to provide additional cooling including intercooling the turbo.

John concluded the despite the expense of re-engineering auto engines for aircraft use the adaptation of such engines offers significant economic advantages over equivalent aircraft engines.

A new (and possibly a useful) aviation website. www.brakesoff.com has information for pilots on attractions and restaurants near airports throughout the US. They are also looking for input.

The meeting was adjourned at 8:45 PM.