

EAA Chapter 103 General Meeting Minutes for August 2008

Meeting was called to order at 7:30pm, by President, Lloyd Thompson
Thirty members attended meeting:

Old Business:

On October 11, 2008, Chapter members will be fulfilling the Chapters obligation to do a workshop at the Discovery Center thanks to the following volunteers, Jerry, Gordon, Clarence, Herb, Rob and Amos.

We still need to form a Nomination committee, elections are in November, if you would like to be on this committee, send a message to one of the presidents and let them know you want to volunteer.

Tool Crib is still being worked on, Jordan Roe and Curtis Kusch carried the heavy cage upstairs, it will be bolted to the wall eventually. Gordon Halsted asked for a list of tools Chapter 105 has in their tool crib. If you would like to donate something, contact Jordan Roe. The Tool committee will continue to update members and refine the process until it runs smoothly.

New Business:

Ethanol - A message from Virgil Stucker - Stations that I own or deliver to are:

Baird Oil
Tesoro Station
122 Simplot Blvd.
Caldwell, Idaho

Big Smoke
Tesoro Station
234 W. Franklin
Meridian, Idaho

Justos
Tesoro Station
518 E. State St.
Eagle, Idaho

There may be other stations in the valley. Also all my Pacific card lock stations do not have ethanol. But to get a Pacific Pride card 300 gallons per month is the minimum.

Pacific Pride
3780 Chinden Blvd
Garden City, Idaho

Pacific Pride
234 Partridge
Boise, Idaho
Hope this helps, Dennis Baird

HiTEC® 6560

Gasoline Performance Additive

Application

HiTEC® 6560 gasoline performance additive is a new, patented, fully-synthetic gasoline performance additive specifically formulated to control port fuel injector, intake valve and combustion chamber deposits. Based on Afton Chemical's proprietary technology, this product features a formulation suitable for all-weather, year round applications.

Recommended Dosage

HiTEC® 6560 gasoline performance additive is certified under the EPA Final Rule for Deposit Control Gasoline Additives with a Lowest Additive Concentration of 30.3 Pounds per Thousand Barrels (PTB). Please contact your Afton Chemical representative for specific recommendations.

Features

EPA certified

Intake valve keep-clean (BMW lifetime approved)

Fuel injection keep-clean and cleanup

Excellent low-temperature properties

Demulsification

Corrosion protection

Typical Characteristics

Appearance

Specific Gravity at 15.6°C

Density, lbs/gal

Flash point, °C, PMCC

Pour point, °C

Viscosity at 40° C, cSt

Viscosity at -20° F, cSt

Light amber with amine odor

0.9019

7.53

44 min.

-50 max.

11

400 max.

Storage, Handling & Toxicity

Recommended Storage and Handling Temp.: ambient (15-40°C)

Max. Handling Temp.: 43°C (up to 80°C under nitrogen)

Max. Blending Temp.: 43°C

Max. Skin Temp.: (agitated product) 90°C

Shelf Life: 24 months @ ambient

For specific safety, handling and toxicity information, please refer to the current Material Safety Data Sheet or call 1-800-325-7079.

Welcome New Members/Guests:

Bert Loper, Meridian Idaho

Dale Binning, Boise Idaho

Guest Speaker: Mark Peterson and his P51Mustang

The P51 Mustang was built at North American Texas facility as a P-51D-30NT. Completed in July 1945. Delivered to the Army Air Corps on July 12, 1945. Served in the Air Corps from 1945-1958. It had several owners until 1979 where it crashed and was destroyed on August 21, 1979. It was rebuilt using a fuselage of an IDFAF 69 & wing of an IDFAFF28 it was built as a modified racer, featured cut down fuselage and leading-edge radiators. It flew as racer # 84 Stiletto. It was restored to stock TF-51D configuration, received new wings and fuselage, the TF conversion was completed the engine was overhauled . The first flight was on February 26, 1997. In July 1999, it flew as 511471, PI-J, Diamondback. Mark purchased it on November 18, 2005. It was registered as N51ZM in February of 2006, flown as 511471. It has a wing span of 37 feet, the wing area is 233 sq ft, with a length of 32 feet, 3 inches.

Mark is working in conjunction with EAA concerning War Bird landing procedures, they report 5 miles out, and again at the 3 mile initial. They hope to get a clean procedure sheet posted at the airport as soon as it is complete. Mark was made an Honorary member of Chapter 103 and received one of our EAA, Chapter 103 hats. Thank you very much Mark, everyone enjoyed your talk.

Meeting was adjourned at 9:15pm
Submitted by: Jacquie Kusch, Secretary