

June 17, 2021 ComancheZOOM

Topic: RSA Fuel Injection and MSA Carburetor Systems
with Alan Jesmer of Precision Airmotive

Important information on aircraft fuel injection systems and carburetors. Discover what can go wrong and how to make it right - and get more bang per gallon/liter! This applies to any Lycoming engine, whether injected or carbureted.

Alan showed, in detail, the various parts of the flow control devices for both carbureted and fuel injected aircraft engines. He went through the flow paths step by step, pointing out the fuel and air controls and explaining how and why they are designed that way. Along the way he pointed out places where accumulated crud or heavy-handed operation could cause a problem.

There was a lot of discussion about increasing or optimizing the flow to an engine to increase power or responsiveness. Alan explained that they are restricted by the aircraft manufacturers to specific flow ranges based on the specific engine. Their practice is to set everything to a mid-range point, but that point can be adjusted towards the lean or rich setting.

Alan also offered to flow test your carburetor for free if you contact him for an authorization number. This has been a standard offer from his company for some time. He also mentioned ("let's talk") the possibility of a group buy for the Comanches.

Check them out at www.precisionairmotive.com

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Click on the links below to see/hear the recordings:

- <http://meetings.northeastcomanche.org/zoom/2021-06-17/video.mp4>
- <http://meetings.northeastcomanche.org/zoom/2021-06-17/audio.m4a>

Click on this link for the information in the Chat window:

- <http://meetings.northeastcomanche.org/zoom/2021-06-17/chat.txt>

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