

HANGAR TALK

NEWSLETTER OF EAA CHAPTER 58, OGDEN, UT

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Chapter 58 meets monthly on the **SECOND Thursday of the month**. Meetings are held at 7:00pm at Ogden Hinkley Airport Terminal. Other meetings are held "on site" in members' hangars, shops, or garages. Onsite meeting locations are announced in the newsletter.

This Month's Meeting: AIRCRAFT BRAKES

Location: OGDEN HINKLEY AIRPORT TERMINAL

Featuring: GEORGE HAPP

Subject: BRAKES

Thursday, 12 APRIL 2007 1900 hrs, 0100Z, or 7:00pm

Directions: OGDEN HINKLEY AIRPORT TERMINAL in the room to the Northwest just past the car rental counter.

NOTICE MEMBERSHIP RENEWAL IS DUE !!!

Please provide your EAA Number and expiration date, we still have calendars available.

PREZ SEZ:

Spring is here. If you are like me, you are likely spending a lot more time lately looking out the window and wishing you were flying. Let's use the inspiration of the season to motivate us in either doing more flying or getting our project closer to the day when we will be flying.

Well, we finally did it! We have purchased the electronic scales for weighing aircraft. Actually, they are for weighing racecars, but we can use 3 scales instead of 4. I should have the scales in time for our monthly meeting, so we can do a bit of show and tell with them. The scales will be available free of charge to current chapter members. Non-chapter members will not be allowed to use them. However, they can always join the chapter by paying the National EAA and chapter dues if they wish to use the scales. I think this will still be cheaper than renting them elsewhere. We would like to keep the scales a perk for membership in our chapter. Please, do not let others use the scales when you might have them unless they are members of our chapter.

Here is a copy of the brochure:

NEW **SW500™**
E-Z Weigh Scale™
(Part # 170125)

Shows operator all four corner weights and percentages of weight.
120 or 220 volt charger, lb/kg conversion, heavy duty cabling
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System Capacity 6,000 lb/2,800 kg.

Precise weight distribution is critical to on-track
success. To make sure your weight percentages
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scale system. Proper chassis setup separates
the front runners from the followers.
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and Percentages

This month's presenter is going to be George Happ from Matco in Woods Cross (their new location). He will be speaking about and showing the products his company makes. Many of you will already be familiar with their wheels and brake system components, but this will be an opportunity for you to ask questions about why their brakes and wheels are better or ask questions about proper brake system design.

<http://www.matcomfg.com/>

If there are any of you who have not renewed your membership in the local chapter, please do so. The dues are \$25/yr and include the EAA calendar. We have just a few calendars left. If you would like an additional calendar for your use, we will sell them for \$8 each.

Todd Parker, Prez.

MINUTES:

EAA Chapter 58 Monthly Minutes

Minutes of March 8th by Rick Irwin (sec.) of EAA Meeting held at Ogden Hinkley Airport terminal building. OGD

The meeting was conducted by President Todd Parker. He started the meeting with members introducing themselves and telling what projects they are working on with brief mentions of the status of their projects.

A real highlight of the introductions was a report from Wayne Beddes about the successful first flights of his Team Hi-Max aircraft. He flew it at Brigham City Airport.

The official meeting night is the 2nd Thursday of each month. Matco brakes will be speaking at our April 12th meeting.

Craig Joosten was given time to make a presentation about his RV-9A. He showed slides of the RV-9 and talked about why he chose that plane as his project. He likes the "steam" gauges. Vans aircraft is good to work with. Craig has always had a great interest in aircraft. He was fortunate enough to be flying at 16 years of age.

The RV-9 was designed to be a recreation plane for short trips with occasional cross-country. It does very well on cross-country. Vans is a leader in kit aircraft. There are over 1500 kits sold.

PAINTING Presentation.

Glenn Olsen and Wife Loretta were there to make a presentation on painting planes. His greatest experience is with aluminum painting.

Cleaning and prepping aluminum painting is easier than it used to be. There is a new product that is made by Sherwin Williams. You use a scotch brite to prep the plane after it is clean with wax and grease remover. Use an automotive tack cloth then mix E2A933 paint and spray and let it sit an hour. Then you paint over it.

He likes Sherwin Williams but claims not to be a paid agent for them. He just really likes their paint. Sherwin Williams base coat goes on easy.

Glenn wears a simple filter set with charcoal filters.

He says it is important to keep the gun clean. He showed different types of spray guns and talked about what kind of compressor to use for them.

HBLP gun takes more air pressure to operate. It takes a 5-hp pump to run an HBLP. The regular guns take 3-hp pump. He talked about how to carefully adjust the flow of the paint. He says to test it at 6" away from a surface you intend to paint. Paint in a single direction and overlap slightly so it blends together.

Glenn uses Sherwin Williams primer and filler.

He encouraged us to try to paint on our own. With a little practice it can produce a nice looking paint job.

Glenn likes to paint using 3 coats.

For stripes 3m green tape $\frac{3}{4}$ " and $\frac{1}{4}$ " is easy to pull. It is recommended to be pulled within 24 hours after painting.

2-part paint gives a great finish. Clearcoat over it looks nice. A Company called Diamonte makes good clear coat. Acrothane works best - Best paint.

He says making a paint "booth" with visqueen is not a good idea. It makes dust. Bumping visqueen with dried paint dust on it gets dust back onto your work.

I have included some pictures of some especially nice paint jobs I saw at some past Oshkosh and Sun & Fun Airshow.







Todd Parker then announced that on June 7th the B-17 is coming to Ogden Airport again. Our club got \$500 last year from their visit. Volunteers are needed.

Firewall fire:

A video was then shown about firewall fires and it showed the importance of using stainless steel instead of aluminum. It showed fire tests using aluminum and some flammable materials. The stainless parts held up to the heat.

The meeting was then adjourned.

The following members and guests were in attendance to this meeting.

Stan McGrew
Ron Musselman
Steve Smith
Douglas Barker
John Kirkland
Rene Felker
Norm Whittle
Mark King

John Mildon
Mark Winters
Charlie Johnson
Johnathan Tibbets
Craig Joosten
Todd Parker (president)
Steve Fabiszak
Rick Irwin

Mike Royall
Bob Johnson
David Engen
Cedric Ozminski
John R. Lewis
Wayne Beedes
Jim Root

FROM THE EDITOR:

PRE-ORDER YOUR EAA AIRVENTURE 2007 NOTAM NOW!

You can now pre-order a printed copy of the 2007 AirVenture NOTAM by going to <http://www.airventure.org/2007/flying/index.html> and filling out the order form. Upon final NOTAM approval and publication by the FAA, expected in early May, those NOTAMs will be sent free of charge.

The quickest way to get the information is via the EAA AirVenture website, where the NOTAM will be available in downloadable PDF format once it is finalized. You can study the entire NOTAM online prior to your departure for Oshkosh.

If you're flying your aircraft to EAA AirVenture, it is essential that you obtain and study the NOTAM to know exactly what to expect as you arrive at Oshkosh, as well as any changes from previous years.

PLEASE NOTE THAT THE ADDRESS HAS CHANGED!!! The old address has been given to another party and so we got reassigned. The box number is C-3.

The official mailing address for the chapter is:

EAA CHAPTER 58
3815 AIRPORT ROAD
OGDEN, UTAH 84405

The location of the Chapter web is www.eaa58.org,

I have been working to get the Dragonfly in the air and have resolved all the little problems that have cropped up so far. I have been having trouble with the brakes, the right side seems to work well while the left side not so well. In trouble shooting the problem, which was getting the shims correct I thought that I had air in the line. After bleeding the brakes several times it appears that there is a problem with the master cylinder. I will be working on this next. The bird should take to the air soon.

WANTED ARTICLES FOR THE NEWSLETTER!!

FEATURE: CAFÉ Foundation

Subject: NASA's \$250,000 prize for best homebuilt!

Dear EAA Chapter:

I hope you will publish this in your Chapter newsletter. It is a great opportunity for EAA'ers to help general aviation, have fun, learn and win big money.

The CAFE Foundation, EAA's flight test agency for over 20 years, is hosting the first annual \$250,000 NASA flight competition on August 4, 2007, so time is short for members to join in.

Thanks,
Brien

Brien A. Seeley M.D., President
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How I Won My First Airplane

This could well become a true story if EAA'ers awaken to their opportunities. Sometimes luck just goes your way.

"Dude, what a cool airplane! Is it new?"

"Yes. My wife and I won it in a NASA contest", I said.

I read that NASA was going to give away \$250,000 cash to the best > small aircraft in a flight competition in August 2007. It was called the First Annual NASA Personal Air Vehicle (PAV) Challenge and it aimed to popularize small personal aircraft to a larger segment of the American public. From everything I've been hearing, this is just what general aviation needed.

I visited the host website at the CAFE Foundation, (http://cafefoundation.org/v2/pav_home.php) and downloaded the rules for the contest. But what grabbed me right away was that the sweet little Light Sport Aircraft that we'd been dreaming about, the MiTern, not only could qualify for the competition, but could win it. There was no way we could afford the \$95,000 for the MiTern, but then I thought of > a plan!

I called up the folks at MiTern headquarters and told them I wanted to help them publicize their new LSA to a national audience by flying it in the 2007 NASA PAV Challenge. They said that their demonstrator was down waiting for a new set of brakes. I

asked them if I could rent the demonstrator for 2 weeks if I agreed to install the new brakes and fit it with a set of 'racing' wheel pants. They became interested and asked me about my qualifications and insurance. I explained that even though I was only 27 years old, I was an A&P and CFI and had built up a lot of hours flying bush planes in Alaska. I agreed to pay \$2500 for renting the MiTern demonstrator, but had to borrow the money from my parents.

As we studied the rules for the flight competition we noted that we would need to score well in all four sub-contests in order to win the \$100,000 overall prize. The four events were: Low Noise, Shortest Runway, Best MPG and Best Handling Qualities. I set about tuning MiTern to be a winner.

A friend who is building a RV loaned me a really slick set of wheel pants like those used on the Nemesis Formula I racer. I fitted them to the MiTern. Incredibly, they added 12 mph to the top speed without pants. I found a special muffler made with high-temperature foam core that had been developed by NASA at Ultramet and convinced the owners to let me install it. It lowered the cabin noise by 7 dBA. A Boeing engineer friend showed me how to add a row of vortex generators just upstream of the flaps that would lower the stall speed by 2 mph and shorten the takeoff by 75 feet. Our odds were looking better to win the contest.

A company that makes homebuilt electronic ignitions loaned me a unit that allowed extra spark advance to enhance MPG at lean cruise. The owners said we could try it. The local FAA FSDO inspector got interested in our project and was very cooperative in licensing these several minor modifications.

When the competition began, Jane and I found ourselves competing against teams from all over the USA. Some had strange-looking aircraft. Some were slick racing machines, others were flying cars. The media and press really hovered around these. The MiTern did not stand out in any way, but it had a chance. We waxed it, we taped all the seams, and we took out all unnecessary weight.

The first day of contest flying, the MiTern won the Low Noise prize and Shortest Runway prize. On the fourth day, it came in second in Handling Qualities behind the RV-9A. Before the final event, CAFE hosted an informal Friday night pasta dinner for all the teams, volunteers and press. A lot of the PAV Challenge teams were hyping each other about who was going to win the final event, a 400 mile race for best MPG x speed. I thought we had a chance. This would determine the grand prize.

On the final day of the competition, we took third place in the CAFE 400 part of the contest behind a modified Sonex and a Pipistrel. But still nobody knew who was going to win the overall "Vantage" prize.

That night, at the Awards Banquet, they announced that, when all the points were tallied, we had won \$50,000 for Low Noise, \$25,000 for Shortest Runway, and had enough overall points to win the grand "Vantage Prize" of \$100,000. Jane and I were so

elated at winning \$175,000, that we immediately decided to buy the MiTern as our very own first airplane. We named her "Lucky" and planned to fly her to the Grand Canyon for a vacation right after the PAV Challenge.

The sales of the MiTern skyrocketed after that. The company owners set about making plans to enter the 2008 NASA PAV Challenge with an even better aircraft. They wanted me to be on the team. But the other teams also vowed to return next year with even more radical designs. NASA and the CAFE Foundation warned that the rules for 2008 would be even more of a challenge, and that the prize purse would go up to \$300,000. I am so glad that we went after our dream and entered the PAV Challenge. I can hardly wait to see what PAVs emerge in the next 5 years of this contest.

GOTS and WANTS

We are adding this section and if you will send the information in will post want ads.

Rick Rohler
High Rohler Engineering
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801-782-4791 voice 801-786-0215 fax
scoreacard@juno.com

For Sale

AIRCRAFT EXTRUDED PIANO HINGE MS-20001-6 for \$40.00 each. Brand new 6 foot long by 2 inch wide by .051" thick extruded aluminum aircraft piano hinge with two hinge pins. This anodized aluminum hinge is extruded so the closed hinge loops cannot be pulled apart. Being 2 inches wide gives it more area for bonding to the fiberglass on RV (Vans aircraft) type engine cowlings. This is the same hinge that sells for \$50.95 in the Aircraft Spruce 2002/2003 page 70 parts catalogs. This is the hinge that Van calls "The good stuff."

For Sale

"SCORE-A-CARD" scoring tools for \$8.00 to \$10.00 each. Five different sizes. The SCOREACARD is a tool made by High Rohler Engineering to score card stock for a perfect fold down the middle of your home made greeting cards. A great tool for helping you turn out a professional looking card. It eliminates that yucky edge when the grain of the paper is the wrong direction to fold. Very popular with Rubber Stamping Stores all over the country.

K. W. Sorensen
2187 Dakota Ave.

Provo, UT. 84606
KandCSoren@aol.com

I am 71 years old with severe medical problems and will never use them. Some of this stuff may not be of use to you, but I don't want to sell them one at a time, I'm too old. Make offer. The first six items are worth \$2860.00. I will ship C.O.D. FedEx. I'll pay the shipping.

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MANIFOLD PRESSURE 2 1/4, MECHANICAL TACHOMETER, EGT LEFT &
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Dan Blumel site is: www.XeVision.com
You can get information about his products there.