

HANGAR TALK

NEWSLETTER OF EAA CHAPTER 58, OGDEN, UT

President	Todd Parker	(801) 544-1675
Vice President	Dave Engen	(801) 773-9568
Secretary	Rick Irwin	(801) 394-1453 Home (801) 476-3343 ex103 Work
Treasurer	Don Pantone	(801) 726-5909
Newsletter Editor	Bob Johnson	(801) 399-1407
Web Master	Rene Felker	(801) 721-6080

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: PROJECT VISIT

Location: OGDEN HINKLEY AIRPORT HANGER 219

Featuring: CHARLIE and BOB JOHNSON

Subject: DRAGONFLIES

Thursday, **10 APRIL** 2007 1900 hrs, 0100Z, or 7:00pm

Directions: OGDEN HINKLEY AIRPORT go to the gate just east and south of the terminal and West of the park. When you go through the gate turn left on the taxiway south of park. On your right a large hanger with four doors S219 we are the two East doors, and there is an entrance door on the East side of the building.

If you have any problems please call my cell 721-9312.

PREZ SEZ:

Hey, I may soon rejoin the ranks of the flyers in the chapter. After 23 years I renewed my medical and now I am looking at getting some flight time and a BFR. Woohoo!

Now I just need to get busy building my plane, which has not built one piece of itself since I last checked on it. Since the plane is not building itself, I guess I will need to add my assistance to the process. I hope I can remember what it is I am building. If I were building a Cozy I might get confused and think the fuselage I was building is a boat. If I remember correctly, I think I am building a small jet. Well, I think that's right. I had better go down into the basement and check.

Boy! I hope none of you feel that way about your projects either in process or completed. It just seems like life is in direct conflict with making time to build or fly airplanes. I know there are a few folks for whom that statement does not seem to apply, but it sure seems true in my life.

The Johnson boys have offered to host our meeting this month in their hangar. Hopefully the storms forecast for the week will be on their way out by Thursday. (Bob make sure there is still fuel for the heater.) Bob and Charlie are going to show off their Dragonflies and I think Charlie is going to dazzle us with his new engine installation and baffle system. I know I am looking forward to it.

We are still looking for suggestions for a tool, or tools, to add to our chapter tool box. So, please let us have your ideas on this. It has also been suggested we create a virtual tool chest with tools our members may own personally, but would not mind loaning to other members. I think this is an outstanding idea and I hope our members will consider this idea and participate. The idea is for the members to let us know what tools you have that you would be willing to loan or even help operate. We will list the tools on our website with who owns them and how to contact them. Then if you need a tool you will know who to contact in order to get the use of these tools. I am open to other suggestions about how to do this, so if you have another or better idea, please let me know.

The B-17 tour is coming soon as well. So block your calendar out to help us with this on May 30 - June 1st. Here is the link for more information. <http://www.b17.org/tour/>

There are probably things I have forgotten to mention here, but maybe I will remember in time for the meeting this Thursday.

Todd Parker, Prez

MINUTES:

EAA Minutes of our last group meeting March 13, 2008

President Todd Parker conducted this meeting. Minutes by Sec. Rick Irwin

The next meeting April 10th at 7pm will be a project visit at the Johnson's Hangar. They have 2 Dragonfly aircraft.

An announcement was made that the B-17 would be coming again and volunteers would be needed for crowd control, concessions, or just wiping up oil.

Introductions were then made. A highlight is that Renee Felker completed his RV-10 and has 2 hours of flight logged on it. It took him 2300 hours to build.

This meeting included an interesting presentation by Dan Jones from Williams Research. They build cruise missiles engines and engines for light and medium aircraft. They brought a small jet engine for display and they spoke about their product line of jet engines.

Williams Research can service engines on the wing. They are always looking for machinists. They have 22 jobs available.

Compressor sections of their engines are milled out of titanium. Reaction of their engines is quick. You can get up to a 5 second lag in engine run-up with jet engines. Williams Research has improved much in their run-up performance.

They have over 3 million hours logged on their products.

In 10 years time they rated over Rolls Royce, GE, and others.

A video was shown of a man riding a jet platform. A military experiment.

Another video was shown of testing an engine with a bird flying into it.

Following the Williams Research presentation a video was shown on "Airport Watch" a new voluntary security program encouraged by AOPA and supported by the EAA.

Suggestions were open for tools our group can purchase with our local chapter funds. A pitot static tester was suggested. We have a really nice weight and balance scale system available for members.

Members and visitors in attendance for this meeting were:

Todd Parker (President)	Douglas Barker	Jim Harris
Rick Irwin	Stan McGrew	Jim Bench
John R. Lewis	Craig Joosten	Mike Parker
Johnathan Tibbets	Bob Johnson	Charlie Johnson
Wayne Beddes	Dan Jones	Steve Fabizak
Gary Mifflin	Rene Felker	Dave Westwood
Mike Thomas	Cliff Huss	Justin Loomis

Mike Maurer
Don Higgs

Jerry K. Jones
Don Pantone

Phillis Dabnes
Dave Westwood

FROM THE EDITOR:

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 on my license in between all of the things that come up to keep you from doing what you really would like to do. I have missed the last two meetings. October Charlie and I went to the Corvair College in California. We learned a lot about the Corvair engine and what to look for when getting cores to start building an engine. I will be converting my Dragonfly to a Corvair engine, as it will produce 100 Hp that is close to double the horsepower that the VW 1835 produces. The VW will work at sea level but is marginal, as my bird is a bit heavier than the prototype was. I think that I will pick up about 40 pounds with the conversion. I will continue to use the VW for a while.

After 4 flights I drained all of the fuel, removed one of the battery's and got an empty weight. Then we weighed it with Charlie in the plane and recalculated the CG. It is in the envelope but close to the forward limit. It has been decided to move the battery from the firewall to behind the aft wing lift bulkhead and add the second battery with solenoids to switch between them if needed. This will move the CG to about midrange. It flies as it was nose heavy, hopefully this will alleviate that issue.



N211DF

WANTED ARTICLES FOR THE NEWSLETTER!!

FEATURE: CHARLIE and JEAN part 3



I finally got it to pass a leak test; it is amazing how hard it is to consistently produce a gas tight weld. The carb end will connect to the head elbows with rubber tubes and hose clamps to relieve any pressure on the head flanges.



The exhaust will collect into a single aft facing pipe with the carb heat box around the "Y" junction collector. I now think that the tubing on this exhaust manifold is too big and will make another set out of 1 3/8" OD tubing.



A custom air-box for the K&N cone filter to sit in. I plan on a velocity stack behind the prop feeding the sealed air-box



Preliminary assembly shot with Ellison, carburetor heat box, and filter air-box.



So I decided against heat mufflers for cabin heat and plan on using Cadillac seat heaters and a pair of 200 watt ceramic heaters. This will require some power so I have decided on an East Coast mini alternator with a 50 amp output. These things are rated at continuous service at over 14,000 rpm. The pulley sizes are the same as on my GMC suburban truck.

Well February of 06 and things are moving slowly the alternator is interfering with the baffle tins and I just read an article on the realities of baffle airflow. Mark Langford built plenums that are working well for him so I decide to make plenums. This took about 3 months but I think that they will work fine.



Four molds make the two plenums the tops and bottom ramps are bonded together.



Well I think that everything that needs to go under the cowl is mounted on the firewall. The engine is wrapped in plastic to keep excess foam out. The nose-bowl is ready to be aligned with the hub and positioned 1/8" behind the hub. Drywall screws hold it to the wood flange behind the hub. Tubes that will be bonded into the cowl are temporarily positioned over the plenum ducts.

Foam on for the morphing of a CH-601 nose to a Dragonfly.



Here we have the nose-bowl, the shaped foam on the fuselage, and the sacrificial plug section in the middle sealed with latex paint and 6 coats of wax and a coat of Partall #10.



Now the glass for the cowl top and the fuselage sides are laid up and sprinkled with micro balloons.



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
3062N 1150E
Ogden, UT 84414
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."

Dan Blumel site is: www.XeVision.com
You can get information about his products there.