

HANGER TALK

NEWSLETTER OF EAA CHAPTER 58

OGDEN, UTAH

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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' hangers, shops, or garages. Onsite meeting locations are announced in the newsletter.

This Month's Meeting: "On Site"

Location: Ogden Hinkley Airport Terminal

Featuring: Tom Holt

Subject: Young Eagles

Thursday, 10 February 2011 1900 HRS, 0100 Z, or 7:00 PM

PREZ SEZ:

Okay, the weather is looking better for the meeting this week, so this should eliminate the excuse many of you used last month to miss our meeting. (Seriously it was a scary drive, so those who missed last month, don't sweat it.) Anyway, we would love to see you all this week at our meeting, which will be a Young Eagles presentation and challenge for

flying YE's this year. Tom Holt has put a lot of effort into the preparation, so please come listen. We had a great year last year with flying more YE's than we have ever flown before. We have a couple of new aircraft in the chapter this year, that can help with YE events this year. I would encourage those who can, to support this worthy effort. I would like to thank Tom and all of you who helped him achieve this remarkable achievement.

We still have a few calendars left for those who have not yet renewed their chapter dues. We will also sell any remaining calendars at this week's meeting to any who wish to purchase extra ones.

As part of our chapter renewal this year, the chapter contributed \$200 to the "Peter Burgher Chapter Challenge". If I understand this correctly, our funds will be matched, so the net effect was \$400 to this fund to help educate the future aviators of the world.

Todd Parker, Prez

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,

Young Eagles

POC: Tom Holt (tom.holt@zionsbank.com) (801-497-0364)

Flights Since Inception: 500

Flights In 2011: 0

Next Event: Spring 2011

Aviation articles by Garth Wallace

How to look stupid without even flying

Pilots are supposed to be smart. We don't have to be but passengers like to think we are. For them, it's good if we appear competent. In the public interest, here is a review of five bloopers that make pilots look exceptionally stupid.

Strangely, we perform the most goofs at airports, often while still on the ground, where there is the largest audience.

STUPID PILOT MISTAKE #1

The first gaffe is popular among pilots who are extra careful. These fliers do walkarounds according to the book, take their time starting the airplane and then run it on the ramp through five minutes of checklist items before they're ready to taxi. Their radio work might sound like this:

"Local Unicom, this is Cessna one seven two, Alpha Bravo Charlie Delta Echo, transmitting on one two two point eight zero zero, presently at the northside ramp next to the flying club, ready to taxi Alpha Bravo Charlie for a backtrack on Runway 24 for a departure westbound to 4,500 feet, over."

These pilots always check both ways for ramp traffic before releasing the brakes and easing the aircraft forward. The mistake that can catch them is a loose seatbelt caught in the door. There is nothing on their checklists to prevent it. The door has been closed, locked and double-checked but a belt end is waving in the propwash for everyone to see, except the pilot.

This is no big deal until it goes undiscovered into the takeoff. Full power is added on the runway. The belt suddenly vibrates madly. It sounds like the engine is ripping itself from the airframe. The pilot throttles back, the noise decreases. Now he knows for sure that it's a major engine problem. The takeoff is aborted and the airplane is taxied in. The pilot climbs out and looks under the cowling expecting to see a connecting rod or worse sticking out.

The whole airport watches him knowing it's the seatbelt jammed in the door.

STUPID PILOT MISTAKE #2

This blunder is usually reserved for less methodical pilots. Pilot #2 has the engine running. He releases the brakes and adds power. The airplane doesn't move. He adds more power. The roar attracts everyone's attention. They can see chocks holding the wheels.

The amount of power added before Pilot #2 clues in or gives up is directly proportional to how dumb he will look doing it. If he wants to appear extra foolish, he will radio the office and ask for someone to come out and pull the chocks. No one responds because the idiot pilot who left them there is at the controls with the engine running.

Also in this category are the champion dimwits who step over tie-down ropes during a walkaround but forget to remove them. This generates great stories about cement blocks being dragged to the runway under full power.

STUPID PILOT MISTAKE #3

This can happen to anyone. Pilot #3 is parked on the ramp, the passengers are belted in and the engine is running. He presses the transmit button to call the unicom or ground control frequency prior to taxiing.

"Local Unicom, this is Piper..."

He stops. He has forgotten what airplane he is in. He looks at the instrument panel. There is dried glue where the aircraft registration was displayed. The Aircraft Journey Logbook is in the baggage compartment, with the other documents. No matter how hard he looks, Pilot #3 can't see the aircraft registration on the outside of the airplane.

If you find yourself in this situation, please don't ask for help on the radio. Air traffic controllers and unicom operators gleefully wait for the moment a pilot blurts out,

"What's the registration of this airplane?"

"Which airplane?" they reply.

"The Cherokee 140."

"Which Cherokee 140?"

"The one with the engine running on the ramp!"

"Which ramp?"

They can keep you going forever or they'll end it by saying, "We don't know."

The next time you can't remember an aircraft registration, say, "Local Unicom, this is Foxtrot Yankee Oscar Uniform, taxi."

Nobody questions those letters on the air.

STUPID PILOT MISTAKE #4

This lapse is reserved but not confined to younger, more athletic pilots. If they make it into the air without disgracing themselves, they always have the opportunity to prove their Darwin Award potential when they return.

These are the pilots who hang themselves on headset wires when exiting an airplane. The Transportation Safety Board doesn't track this type of accident but I'll bet it is common.

A young pilot performing a hero-style leap from the pilot's seat to the ground following a flight while wearing a headset that's still plugged in is the perfect picture of a jerk. The chords on these things are just the right length to let a pilot clear the door but not touch the ground before having his head snapped to attention in mid-air.

In these situations the headset never comes off, the wires never break and the plugs never release. Afterward, the headset never works.

STUPID PILOT MISTAKE #5

Pilots proud of hard-won flying time discover that the amount they boast is directly proportional to the superior flying experience of other aviators in the room.

I tell funny flying stories to aviation groups around the country. The laughs are based on my years of full-time flying. I think I've done a lot until I meet other pilots after giving a talk.

"Hi, I'm Joe," one of them might say.

"Hi, Joe. What's your involvement in aviation?" I ask.

"I'm retired but I still fly a little."

"What airplane are you flying these days?" I ask politely.

"A Piper Mirage when I take family."

"Nice airplane," I say. I've never flown one.

"Yes, it is but I have more fun in the Stearman."

"Stearman! Now you're talking real airplanes!" I enthuse. I've never been in a Stearman either.

"Did you learn to fly here?" I ask.

"No, in the air force."

"When was that?"

"1950."

"Wow, a while ago."

"Affirmative."

"What did you fly?"

"Sabres, Voodoos, 104s mostly."

"Any combat?"

"Twenty missions, Korea."

"Wow. Have you been flying ever since?"

"A little. Twenty-two thousand hours in the airlines."

"Joe, you don't look old enough."

"Well thank you. Let me introduce you to my older brother here. Frank flew Lancasters over Germany."

75th Anniversary of the Plane That Changed Everything

The aviation era started 107 years ago when the Wright brothers first took flight. But the era of the airlines for the flying public didn't really take off until 1935 when the venerable Douglas DC-3 first took to the skies.

Seventy-five years ago the DC-3 ushered in the era of utility flight, one that continues to this day. Oh sure, the DC-3 may not top a lot of people's list of their favorite planes. It's not sleek. It's not sexy. And it's not fast. But despite a production run of just 11 years, the DC-3 remains one of the most important airplanes in the history of aviation.

In the Beginning

The DC-3 first flew Dec. 17, 1935, 32 years to the day after the Wright brothers' first flight.

The DC-3 was a simple evolutionary advance from the DC-1 and DC-2. A pair of 1,000-horsepower Pratt & Whitney engines allowed the plane to carry 21 passengers 1,480 miles at 195 mph. Within a few years airlines had bought more than 400 DC-3s. The government bought more than 10,000 of them as military transports, the C-47.

United We Fly

Like most airliners, the DC-3 was developed at the request of an airline looking for a better way to carry passengers. American Airlines was flying its predecessor, the DC-2, but it wanted to carry more passengers farther and faster. It also wanted something with sleeper berths.

The answer was an evolutionary step forward in the DC line but a revolutionary leap forward in the transportation of people and cargoes. The DC-3 became a workhorse in almost every area. The venerable plane is still working hard today.

Before the DC-3 entered service, passengers could fly coast-to-coast, sort of. On aircraft such as the Boeing 247 and even the DC-2, passengers would usually fly shorter legs during the day, and often take a train at night. The increased range, and to some extent the speed, of the DC-3 allowed passengers to fly coast-to-coast with only three refueling stops, in a blazing 15 hours eastbound — the westbound headwinds added a few more hours.

DC-3 x Military = C-47

The DC-3 is largely seen as the airplane to popularize air travel. It has also served with distinction with the military as well. The United States Army Air Forces used the military version, the C-47 (affectionately known as the Gooney Bird), for everything during World War II — from dropping paratroopers into France on D-Day to towing combat gliders and flying supplies "over the hump," better known as the Himalayas.

The C-47 remained a key part of the military's air fleet for years after the war, and the plane played a key role in the Berlin Airlift. It also saw duty in Korea.

More than 30 years after its introduction, the Gooney Bird flew missions in Vietnam, where as a heavily laden gunship it was known as "Puff the Magic Dragon." Updated versions of the DC-3 still fly in combat zones today, including Afghanistan, though usually under the auspices of other branches of the government.

Duggy the DC-3

Douglas stopped building the DC-3 in 1946, and the last one off the line was delivered to Belgium's Sabena Airlines. Although no one knows just how many DC-3s remain in service, the figure is widely pegged at around 400. Many old-timers have well above 60,000 hours of flight time, and one DC-3 based in Oregon has more than 91,000 hours on its sturdy airframe.

The surviving planes perform an impressive variety of tasks. The U.S. Forest Service uses them to fight fires. Several countries rely upon them to deliver cargo and people to research sites in Antarctica. And Buffalo Airlines, a tiny carrier in Canada, still uses them for scheduled flights.

Many more are flown by collectors who lovingly restore them and show them off at air shows.

Despite celebrating its 75th anniversary, the DC-3 is going strong. Modernized versions with turbine engines and modern avionics make it almost certain it will still be working hard on its 100th birthday as well.

Rosie the Riveter

Women throughout the country chipped in to help the war effort, and scores of them work for the Douglas Aircraft Company building planes like the C-47, the military version of the DC-3.

A Workhorse of the War

The C-47 flew countless missions during World War II, carrying troops and cargo and dropping paratroopers into battle.

Among other missions, C-47s carried the men of Easy Company over occupied France on D-Day, a story chronicled in the book and TV series, *Band of Brothers*.

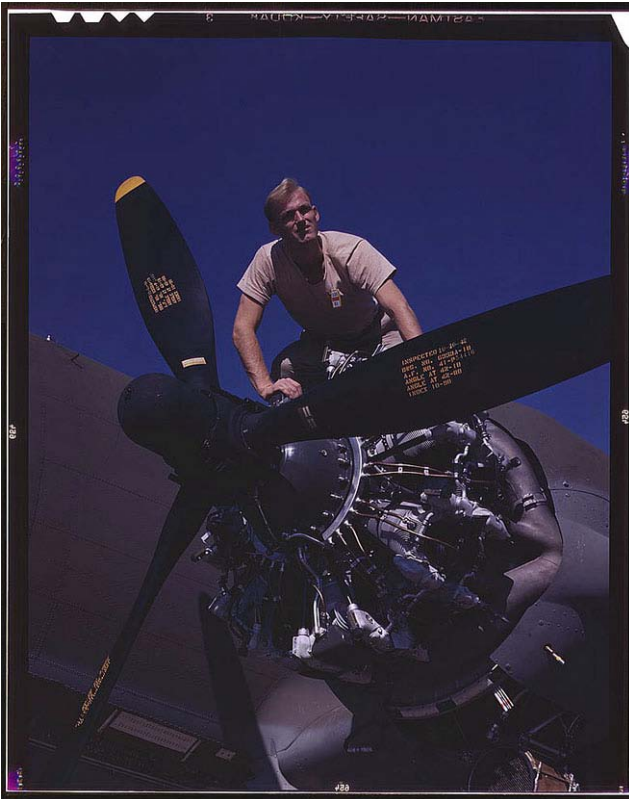
Below: A DC-3 flown by the United States Army carries Chinese soldiers to India in this photo from 1943.



Photos: U.S. Army. Courtesy Library of Congress.

C-47 Inspection

The C-47, the military version of the DC-3, was a workhorse during World War II. It ferried men and materiel vast distances, towed gliders and dropped paratroopers into battle. The plane's remarkable performance was due in part to its two radial engines producing up to 1,200 horsepower and its three-blade variable-pitch propellers. In this 1942 photo, a C-47 gets an inspection at the Douglas Aircraft Company in Long Beach, California.



Below: Lt. Mike Hunter, an Army pilot assigned to Douglas Aircraft Company, with a DC-3 in 1942.



Photos: Alfred T. Palmer/U.S. Office of War Information. Courtesy Library of Congress.

Super DC-3 1950

The Super DC-3 was a major modification of the DC-3 with new wings and empennage, redesigned landing gear, lengthened fuselage and more powerful engines. As a replacement for the DC-3, it had considerable appeal to the military, and a few were converted to airline use.



Photo: Boeing

At the Controls

The cockpit of the DC-3 is familiar to pilots of today. The familiar yoke sits in front of the pilot and co-pilot. The engine controls for propeller pitch, throttle and fuel mixture are in the middle.



Photo: NunoCardoso/Flickr

Still Working Hard

Several companies have updated the DC-3 over the years to keep the planes working hard. One firm, Basler Turbo Conversions rebuilds DC-3s and calls the turbine-powered planes the BT-67. They can carry more than 40 percent more cargo and fly more than 20 percent faster than an original DC-3. Granted, that still isn't terribly fast.

Outfitted with a pair of 1,600-horsepower Pratt & Whitney PT-6 turbines, Basler's airplanes serve around the world. In this photo, a BT-67 used by the U.S. Forest Service is touching down at a remote airstrip in Idaho.



Photo: Basler Turbo Conversions

Right at Home in Extreme Conditions

Basler BT-67s have served in both the Arctic and Antarctic for years. Here a trio of turbine converted DC-3s operated by Kenn Borek Air sit on skis near McMurdo Station. That's Mount Erebus in the background.

Book Your Flight Now

Buffalo Airlines of Yellowknife, Northwest Territories, Canada, operates the last scheduled DC-3 passenger service. The company mostly hauls cargo, but there are seats available for flights between Hay River and Yellowknife if you find yourself in the neighborhood.



sahlgoode/Flickr