

# HANGAR TALK

## NEWSLETTER OF EAA CHAPTER 58, OGDEN, UT

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Chapter 58 meets monthly on the **FIRST Thursday of the month**. Meetings are held at 7:00pm at Weber State University in the Lampos Hall. Other meetings are held "on site" in members' hangars, shops, or garages. Onsite meeting locations are announced in the newsletter.

This Month's Meeting: "BARBEQUE"

LOCATION: OGDEN HINKLEY AIRPORT

Featuring: CHAPTER 58 and DAVE ENGEN and WAYNE BEDDES

SUBJECT: BARBEQUE PICNIC

Thursday, 6 JULY 2005 1830 hrs, 0030Z, or 6:30pm

DIRECTIONS: OGDEN AIRPORT BOWERY EAST OF TERMINAL

***PREZ SEZ:***

Hopefully this newsletter will reach each of you in time to remind you of our annual barbecue picnic. Like last year the BBQ will be held at the Ogden airport in the bowery just in front of the terminal building on the south side of the circle. We are going to start ½ hour early at 6:30 PM. The BBQ is free to all. We are planning on hamburgers, (hot

dogs for those who just can't get enough of them), various salads, lemonade, and cookies for desert. We are buying all of the food so don't feel guilty if you decide to come late. Just come and enjoy good food, good company, and airplane talk. We will also be hosted by Dave Engen and Wayne Beddes, to take a look at their projects. Hopefully Wayne will be flying by Thursday and can also give us a "*first flight*" report on his Team Himax. Dave will also be showing us his Sportsman 2+2 project. I believe they have a RV-6A in the hangar as well. Lots to see!

A special thanks to all of you who tried to help me get to Oshkosh this year. In the end I have decided to fly commercial. If you end up at Oshkosh, please come find me at the X-Plane booth. I will have time to see some of the seminars and displays and would love to have some company when I go see them. I would also be happy to tell you about why I am helping in the X-plane booth.

Next month's meeting will be on engine cooling and baffling. This will be largely based upon my article in Sport Aviation, but I will give a little more explanation and have some slides I took at the recent Hill AFB air show with many good examples of inlets, ducts and exits and a few unusual designs.

I know we have a lot of airplane and pilot knowledge within the chapter ranks. We would appreciate any of you who can to perhaps step out of your comfort zone and share your experience and knowledge with the rest of us for one of our meetings.

SEE YOU ALL AT THE BBQ!!!

Todd Parker, President

## **MINUTES:**

Minutes for June 1, 2006, Regular Meeting, EAA Chapter 58

Date: June 1, 2006

Place: Weber State University, Lampros Hall, Room 201

Time: 7:00 PM

1. Members Present: Gary Mifflin; Bob Johnson; Charlie Johnson; Kent Wright; Steve Fabizak; Craig Joosten; Al Rydman; John Lewis; Todd Parker; Wayne Beddes; Johnathan Tibbets; Don Pantone; Matt Kimber; Rene Felker; Dave Engen.

Additional NEW MEMBERS present were Mike Maurer, and Steve R. Smith, both of whom sought us out and joined Chapter 58 this evening. WELCOME!!

2. Guests Present: Josh Skoglund (guest of Mike Kimber); Alan Lewis; Ray Crawford; Colleague of Todd Parker (aero/amphibian gentleman whose name I never seem to collect); Gentleman with ME-109 project (who has occasionally visited before); Janeane Lawler, Poly Fiber Distributor and evening's guest speaker.

3. Meeting opened at 7:00 PM by Todd Parker. Announcements made about upcoming Hill AFB Open House June 10<sup>th</sup>. ORAA Fly-in Breakfast June 17<sup>th</sup>. Quick self-introductions from the 22 folks assembled "around the room" uncovered two individuals seeking to join the chapter. WELCOME again to new members MIKE MAURER and STEVE SMITH (Acey Ducey project).

5. Wayne Beddes reported he's "taxiing" his project around the ramp working out mechanical brakes and tail wheel conflicts.

6. Charlie Johnson reviewed his Dragon Fly project's recent "on the ground" engine/prop incident, in California.

8. Todd held a brief discussion on whether the chapter should buy a set of electronic scales for weighing aircraft or a borescope for inspecting engine cylinders. Membership straw vote "preferred the scales" rather than a borescope.

7. Guest Presentation was given by Janeane Lawler, from Lava Hot Springs, ID, on the subject of wing coverings using the Poly Fiber System. Janeane is listed on the Poly Fiber system website as a distributor of their products. She had all the demonstration materials, product information sheets, and first hand knowledge of "how to do it". In fact, she essentially demonstrated the whole process by listing out the steps, passing around samples, calibrating the irons (irons?), and thoroughly educating the "rivet heads" in the group that there are alternatives to "aluminum coverings"! She even gave dual instruction on rib stitching to a couple of members about to embark on covering their fabric aircraft projects. Contact her at 1-800-608-5235 or 1-208-776-9745. She even handles the "tools of the trade" like brushes, irons (?), and spray equipment, including the respirators. Great presentation!! Many thanks, Ms Lawler, for traveling from Idaho to specifically support our EAA Chapter 58 meeting.

4. Next meeting will be a BBQ Session, food provided by the chapter, at the Ogden Airport Park/Pavilion, July 6<sup>th</sup>. Time to be announced.

Respectfully submitted by Al Rydman, Secretary, EAA Chapter 58.

## FROM THE EDITOR:

The official mailing address for the chapter is:

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3695 AIRPORT ROAD  
OGDEN, UTAH 84405

The location of the Chapter web is [www.eaa58.org](http://www.eaa58.org),

After having the hub analyzed by a computer program it appears that there is a stress concentration in the hub that caused it to fail. I will be actively working on replacing the HAPI engine in my dragonfly with a Corvair conversion. I do intend to start the taxi and flight testing with the HAPI.

### ***WANTED ARTICLES FOR THE NEWSLETTER!!***

New EAA Homebuilt Certification Kit \*\*\*\*\*  
EAA's new Amateur-Built Aircraft Certification Kit includes everything you need to register and certificate a new experimental amateur-built aircraft. The 15-page, step-by-step Certification Guide walks you through the entire process-from getting an N number to the aircraft inspection - and provides samples of how to complete each required form. EAA staff member and Amateur-Built DAR Joe Norris, who reviewed all of the materials included in the kit, commented, "Whenever I inspect an aircraft for certification, the paperwork is what causes delays more often than anything on the aircraft. This guide will make a homebuilder's inspection go a lot easier." The certification kit also includes all FAA forms, Experimental sticker (in black), dataplate, and a convenient placard decal sheet. Cost for EAA members is \$12.99 plus shipping. The kit is also available for non-members for \$19.99 plus shipping. To order, call EAA Membership Services at 800/JOIN EAA, or visit <<http://shop.eaa.org>>.

### EAA Aircraft Financing Program Announced

\*\*\*\*\* EAA announced the addition of a member benefit to make the dream of aircraft ownership more attainable. In partnership with AirFleet Capital, Inc., the EAA Aircraft Financing Program, the most comprehensive aircraft-loan offering in the industry, was unveiled at the Sun 'n Fun Fly-In in Lakeland, Florida on April 6th. Catering to the needs of both individuals and businesses, AirFleet Capital provides financing for new and used amateur-builts, type-certificated single and twin pistons, turboprops, jets and helicopters. This includes

financing for light-sport aircraft, the new category that has cut the cost of a new, factory-built airplane in half. To learn more about the EAA Aircraft Financing Program, call AirFleet Capital at 866/808-6040 or visit <<http://www.airfleetcapital.com/>> Read the full story on the web at:

<[http://www.eaa.org/communications/eaanews/060406\\_financing.html](http://www.eaa.org/communications/eaanews/060406_financing.html)>

EAA Regional Fly-In Season Begins \*\*\*\*\* Mark your calendars now for the upcoming EAA Regional Fly-In season. Here's a quick summary of the regional fly-ins taking place in June and July:

Northwest EAA Fly-In July 5-9, 2006 Arlington Municipal Airport (AWO), Arlington, WA <<http://www.nweaa.org/>>

EAA AirVenture Oshkosh July 24-30, 2006 Wittman Regional Airport (OSH), Oshkosh, WI <<http://www.airventure.org/>>

For the full 2006 Regional Fly-In schedule go to:

<<http://www.eaa.org/avlinks/flyins.html>>

IS THE ADIZ NECESSARY? CONGRESSMAN ASKS DHS The very people who oversee policy for the Department of Homeland Security and the FAA are firing serious questions at the DHS about the necessity of the Washington, D.C., Air Defense Identification Zone (ADIZ). That's because AOPA has taken its fight against the ADIZ to Capitol Hill. Ranking member of the Committee on Homeland Security Bennie G. Thompson wrote DHS Secretary Michael Chertoff on June 22 requesting answers: "In light of the improvements to the security of the airspace surrounding our nation's capital, I would like to know whether the department has assessed whether the ADIZ is still necessary today." And the DHS can't ignore the question. The Committee on Homeland Security has oversight responsibility over the department. If the DHS hasn't done any studies on the future of the ADIZ and possible alternatives, it will have some explaining to do: "If not, please explain why no such plan has been developed," Thompson concluded. See AOPA Online (<http://www.aopa.org/whatsnew/newsitems/2006/060627dhs.html> ).

LOCKHEED MARTIN FLIGHT SERVICE WEB SITE GOES LIVE Are you put on hold for several minutes when you call 800/WX-BRIEF? You shouldn't be. Are you getting detailed security and weather briefings when you call? You should be. That's part of Lockheed Martin's promise to pilots while it is modernizing the FSS system, which it took over from the FAA on October 4 last year. If those promises aren't being kept, you now have a way to report service difficulties to Lockheed Martin--through its new Web site ( <http://www.afss.com> ). The site provides pilots with a means to report any difficulties they experience with flight service, along with updates on the progress of the modernization, known as FS21, and information for flight planning. "From the beginning, AOPA demanded performance standards to hold Lockheed Martin accountable for the

commitments they made to serve pilots," said Melissa Rudinger, AOPA vice president of regulatory affairs. "We want to make sure the modernization is done right, and this Web site allows pilots to report what services are and aren't working for them." See AOPA Online ( <http://www.aopa.org/whatsnew/newsitems/2006/060623afss.html> ).

**AOPA: EARLY LYCOMING CRANKSHAFT REPLACEMENT UNNECESSARY** Say you've put 500 hours on your aircraft engine and Lycoming crankshaft over the past 12 years. That's far short of the typical 2,000 hours time between overhauls. But if the FAA implements its latest proposed airworthiness directive (AD), you would have to tear down your perfectly running engine to replace a functional, low-time crankshaft. "[The FAA's proposal] is unwarranted and an unacceptable expense to owners," wrote Luis Gutierrez, AOPA director of regulatory and certification policy, in a letter to the FAA. He later explained, "Affected owners would incur a significant economic impact if forced to retire their engine crankshaft prematurely." The proposed AD would affect about 3,800 engines ranging from the O-360 to IO-720 reciprocating series and would require the crankshafts be replaced after 12 years. AOPA also has requested that Lycoming offer all of the kits for the affected engines at the discounted price of \$2,000 instead of the full price, \$16,000. Lycoming has said it will consider AOPA's recommendation. See AOPA Online ( <http://www.aopa.org/whatsnew/newsitems/2006/060629lycoming.html> ).

**WILDFIRE TFRs DOT COUNTRY** Wildfires already are burning in nearly a dozen states throughout the West along with Florida and Alaska. Dry weather conditions threaten to worsen the situation in many of those areas. As the wildfire season continues to rage, general aviation pilots are advised to check for temporary flight restrictions (TFRs) ( <http://tfr.faa.gov/tfr2/list.html> ). The size of the TFR can vary depending upon the extent of the fire. During your preflight briefing, specifically ask the flight service briefer for TFRs along your route of flight. To gather more information about wildfires along your route, visit the National Fire News Web site ( <http://www.nifc.gov/fireinfo/nfn.html> ), which provides wildfire locations, sizes, and percent of containment.

### **LEGAL BILLS MOUNT FOR CHICAGO ON ILLEGAL MEIGS CLOSURE**

*Crain's Chicago Business* reports this week that the City of Chicago has spent over a half million dollars fighting the FAA over fines relating to the midnight demolition of Meigs Field on March 30, 2003. That total includes over \$200,000 in legal bills fighting a \$33,000 fine for closing without proper notice. The rest has been spent on fighting an investigation on the city's alleged improper diversion of airport revenues to demolish the airport, which could end up costing Chicago taxpayers fines of nearly \$9 million.

"Not only was the City of Chicago's midnight destruction of Meigs illegal, this shows how desperate they are to justify their actions in the public eye," said Friends of Meigs President Steve Whitney. "Mayor Daley has taken a huge public relations black eye from the Meigs issue, and now he is under constant pressure from a string of other scandals, too."

FEATURE: HILL AIRSHOW PHOTOS

Thanks Todd













## 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  
[scorecard@juno.com](mailto:scorecard@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.

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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.

GYRO 3 1/8", DIRECTIONAL GYRO 3 1/8", ALTIMETER BARBER POLE,  
KOLLSMAN 20K, AIRSPEED PIONEER 160 MPH, RATE OF CLIMB, TURN &  
BANK 12 VOLT, OIL PRESSURE 2 1/4, OIL TEMP 2 1/4, AMP/VOLT W/SHUNT,  
MANIFOLD PRESSURE 2 1/4, MECHANICAL TACHOMETER, EGT LEFT &  
RIGHT 2 1/4, QUARTZ CLOCK 2 1/4, AND MISC ITEMS.  
REPLACEMENT COST AS OF JUNE 2003 \$4838.00

Dan Blumel site is: [www.XeVision.com](http://www.XeVision.com)  
You can get information about his products there.