

# 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: "DEMONSTRATION"

LOCATION: Weber State University

Featuring: JEANINE LAWLER

SUBJECT: FABRIC COVERING using the POLY FIBER materials

Thursday, 1 JUNE 2005 1900 hrs, 0100Z, or 7:00pm

DIRECTIONS: Meeting is in 201 Lampros (Collett Arts)

*PREZ SEZ:*

Hopefully you have all enjoyed the beautiful spring weather, and those working with fiberglass can now turn the heaters off to work on their planes. On the other hand the spring weather may be cutting into your time indoors and hence reducing your time to work on your projects. For those flying, you gotta be lovin' the weather.

This month's meeting is the folks from Stitts Aircraft who are coming to teach us about fabric covering of aircraft. I believe the meeting will mostly involve discussion of materials and stitching methods, but then they may have some surprises for us too.

The board met after the last meeting to discuss the purchase of the borescope and decided to re-evaluate. We are now looking to purchase a set of electronic scales for doing weight and balance. The system will weigh up to 1100 pounds per scale, so aircraft up to 2400+ pounds should be easily weighed. Al Rydman currently has the use of a set of these scales from SLCC. If all goes well, we should have them at the meeting for show-and-tell and to see if the rest of you think this would be good use of our funds.

Next month we will be meeting at the Ogden Airport for the annual BBQ and we will be doing our 3<sup>rd</sup> quarter project visit. The BBQ is open to all members and guests of members. We encourage you to bring guests to all meetings, sometimes food can get those who like airplanes and food to make the leap to joining us.

Todd Parker, President

## **MINUTES:**

Minutes for May 4, 2006, Regular Meeting, EAA Chapter 58

Date: May 4, 2006

Place: Weber State University, Lampros Hall, Room 201

Time: 7:00 PM

1. Members Present: Gary Mifflin; Todd Parker; Steve Fabiszak; Petar Tsonev; Bob Johnson; Stan McGrew; Don Pantone; Rick Irwin; Rene Felker; Mark King; Johnathan Tibbets; Al Rydman; Wayne Beddes.
2. Guests Present: Keith and Trina Draney.
3. Meeting opened at 7:00 PM by Todd Parker
4. A pitch/solicitation for participation in "AIR RALLY UTAH 06" was presented by O.C. Hope from Lead Turn Aviation. Event/contest is scheduled for August 25, 2006, originates at the Ogden Airport Gateway Center and ends at Wendover, UT, in conjunction with the Wendover Air Show. Obtain specific details and information from [www.airrallyutah.com](http://www.airrallyutah.com). or [ochope@worldnet.att.net](mailto:ochope@worldnet.att.net).

5. Self-introductions, including their projects, were given by meeting participants and guests.
6. A presentation of a Flying Safari, "Yanks Down Under", was given by member Al Rydman. He provided a narration of slides and experiences he and his wife collected during a three-week trip, within Australia, in October, 1993. Six couples flew 50 hours, 5000 miles, and attempted to assimilate about two-thirds of "Outback" Australia. Skipped the big cities of Perth, Canberra, and Sidney, and concentrated on the Barrier Reef, Simpson Desert, Ayers Rock, kangaroos, camels, opal mining, and refueled their rental aircraft from 50-gal drums! Lots of slides, but insufficient time to tell "all the stories".
7. Next meeting scheduled for Thursday, June 1, 2006, location TBD. Subject is planned to be a guest speaker presentation on fabric aircraft coverings and processes.

Respectfully submitted by Al Rydman, EAA Chapter 58 Secretary.

#### FROM THE EDITOR:

The official mailing address for the chapter is:

EAA CHAPTER 58  
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!!***

EAA Rocky Mountain Regional Fly-In June 24-25, 2006 Front Range Airport (FTG)  
Attention EAA Members Here is a great opportunity to get involved in the largest EAA event in the Rockies. Start your Colorado vacation here at the 28th Annual RMRFI is on June 24-25, 2006 and only a 15-minute drive from Denver International Airport. Free

Camping to all fly-in pilots and visiting volunteers. You can sign up on line at:  
<http://www.rmrfi.org/> . Thanks, Chuck King Director of Communications RMRFI 303-523-4239  
[chuckwking@mindspring.com](mailto:chuckwking@mindspring.com)

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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:

Golden West EAA Regional Fly-In June 9-11, 2006 Yuba County Airport (MYV), Marysville, CA <<http://www.goldenwestflyin.org/gwaahome.shtml>>

Rocky Mountain EAA Regional Fly-In June 24-25, 2006 Front Range Airport (FTG), Watkins, CO <<http://www.rmrfi.org/>>

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>>

## FEATURE:

# Jean and Charlie

*The Adventures of OneSkyDog – Charlie and a report on the fly-in at Jean, Nevada*

*as told by Tim Iverson*

Before you spend your precious time reading this article you must realize one thing, “pilots are people too!” The reason I say this is that sometimes in a blissful state of mind and matter, when flying around and touching the sky, the feeling that we airmen have as one with man and machine is special. Far be it from the truth; it’s more like man and machine are filled with all kinds of defects, and that in order for things to fire according to plan on all cylinders you must be trained and knowledgeable, mechanical, responsible, inquisitive, cautious, lucky - and the list of adjectives goes on and on. This story is a little bit about Jean and much more about Charlie.

I first met Charlie Johnson (*OneSkyDog*) in the summer of 2002. It was at the Second Annual Livermore Tandem-Wing Fly-In. Our Q-200 hosts Jim Patillo and Bob Farnum brought together no fewer than ten tandem-wing aircraft. In the last four years interest has grown and now Livermore boasts of having eight Q-200 aircraft hangared on the field! Recently (4/28-4/30/06) we enthusiasts met once again at the spring fling in Jean, NV which was hosted by Pat Panzera of *CONTACT!* Magazine. This gathering of composite aircraft and aficionados of plastic planes was billed as, “The Third Annual Alternative Engine Roundup”. The forums were great, although I must be honest and say that I may have been truant more than present and accounted for. The weather was wonderful, the hotel/casino was nearby and we didn’t have a care in the world, except maybe for density altitude for those power-challenged. In attendance were four Dragonflies, four Q-200s, two Cozys, a couple LongEZs, a Vari-eze, a Velocity, a RV-6 with a 302 Ford six-cylinder and an eight-cylinder monster EZ! We took many pictures and videos from the non-towered field which was a mere 20 miles southwest of Las Vegas. We enjoyed a few high-speed passes down the runway from our experimental aircraft. On the other runway there were sailplanes and skydiving operations. I saw some fascinating air-to-air pictures of Jim’s award-winning Q-200 shot on Sunday

morning. But that is not the whole story and that is not why I decided to write this story. This story is about a Dragonfly and its owner *OneSkyDog*.

Johnson and Johnson (Bob and Charlie) first discovered the Dragonfly in the early-80s. So this fly-in was the boys 100<sup>th</sup> to date, I guess. Listening to them I have pieced together the untold history of my airplane, and its builder Troy Burris. On the other hand, Troy helped Jules Geiger build a good portion of Charlie's airplane (157JG) in Chino in the mid-80s. The constant discussion at these fly-ins are suitable powerplants to fly behind (or in front of if you are a pusher). So, the Alternative Engine Roundup was a very important weekend for all of us. We experimental pilots just aren't certain if we should be piloting Continentals or Lycomings, VeeDubs, Suubs, Vairs or Jabirus, something else or nothing at all. Often our planes are underpowered. I fly a 60-HP HAPI Volkswagen powerplant modified with Great Plains parts just like Charlie and a few others do. I also have an O-200 on the bench. What I am about to share with you gives me a greater urgency to scrap the VW and go with the O-200.

Our story continues when Charlie and I depart Jean, NV for Mojave, CA in search of an engine mount for my O-200. Charlie follows me and we arrive together, meet with Chuck (the seller), make the deal, grab a bite to eat at the Voyager Café, meet a movie producer who wants the Dragonfly in his next picture, check out the activity at Scaled Composites, then depart for Torrance direct. One hour later we fly the corridor over LAX and arrive at Torrance five minutes later. Charlie has followed me into the L.A. Basin on a business trip for a second year in a row. Four days later, on Thursday afternoon, Charlie meets with me to fly-out to Visalia. On Friday I planned to arrive at the Columbia, CA fly-in while Charlie would arrive at Carson City, NV – at least that was the plan. So what happened to the plan you ask? Well, things got kinda messed up, just ask Charlie.

When we landed at Torrance on Sunday, Charlie went after fuel and I headed straight for my hangar. On Thursday, Charlie taxied from transient to my hangar and I went the other way to visit the pump. Traffic at the pump kept me there for twenty-five minutes and, when finished, I phoned Charlie to tell him that I was taxiing back to the run-up area. All-in-all Charlie had run his engine about ten minutes, three different times before we met at the run-up area. We did our normal run-up and then we showed each other two fingers. I taxied to the hold-short line and was two seconds from keying the tower to inform them that we were ready to depart as a flight of two. I heard Charlie say, "Wait Tim, Wait". I swung a 180 and saw that he had shutdown his engine. I wondered why. He exited his Dragonfly and then turned the prop and it spun wildly like a broken toy. Something was terribly wrong. In hindsight, if it had happened 45 seconds later we would be remembering Charlie and not just remembering his engine. So, from that perspective, Charlie was extremely lucky. We found a hangar for his plane next to a Waco, a Cub and a Pietenpol. Charlie moved in and we removed the engine. We found that the HAPI prop hub had failed and took the case with it. (*Charlie has since reported that the washer failed, then the hub, the crank keyseat and it ended with the bolt backing out enough to let the prop freewheel.*) I let Charlie weigh his options. He wanted an expert's opinion so he phoned Joe Horvath of Revmaster Aviation in Hesperia, CA (we heard Joe speak at Jean a few days earlier). After a few minutes with Joe on the phone

Charlie decided that he wanted to make the 100-mile drive and show Joe what was left of his engine. He wanted to see if Joe had a solution for the damaged 1835cc. Charlie left Revmaster more knowledgeable but without a solution. Depressed and dejected we went shopping. Aircraft Spruce and Supply was our fix. I purchased baffling material intending to move forward with the O-200. Charlie got a pair of tires. A pair of tires? He can't even taxi! *OneSkyDog* sorry to say is *OneGroundHog* temporarily.

As night approached, Cinco de Mayo in L.A. (how crazy is that!) Charlie decided to split town, but not for good. He rented a car and drove to Reno. As soon as he got there he left for Ogden. Wasting no time he got Bob, a truck and a trailer and headed for Torrance. They arrived early Tuesday morning and I met them at the airport. A dozen hours later they were packed, secure and ready to return to the road, and the 14 hours that separated them from home, but not without a good night's sleep.

This is only the first installment of the Adventures of OneSkyDog. It is one thing to have a flying airplane one day and the next day have a major project ahead. We will monitor Charlie's progress over the next few months and give him support, technical and emotional, along the way – this we would do for any and all of our members in this exclusive club of Dragonfliers and homebuilders. We'll watch him as he nurses his beloved and wounded bird back into the sky. So stay tuned and be informed.



**Prop hub from Charlie's Engine**



**The crank after the hub failure**



**This was the keyway**

**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](mailto: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  
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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.

