

# 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: PROJECT VISIT**

**Location: MORGAN AIRPORT**

**Featuring: HALL BROTHERS**

**Subject: FISELER STORCH**

**Thursday, 12 JUNE 2008 1900 HRS, 0100Z, or 7:00pm**

**Directions: MORGAN COUNTY INTERNATIONAL** Take I-84 east up Weber canyon, exit at the Mountain Green (Snow Basin) exit. Go under the freeway and turn east (your only choice unless you want to head west on the freeway again). Follow the road east past Trappers Loop turn off. The road will fork at the bottom of a small hill, take the left-hand fork. This will put you into a residential area, but keep following the road. It will make a wide turn to the left

and point you straight at the end of the runway. The entrance to the airport is adjacent to the end of the runway and parking is there also.

## *PREZ SEZ:*

Prez Sez,

I would like state again my thanks to all whom helped with the B-17 tour. I didn't take a count, but I think we outnumbered the chapter 23 members on Saturday and I think this was also true on Friday and Sunday from the reports I received. Great job folks!

There has been a change of plans for the meeting this month. The Sonex that was scheduled for this month is having some engine problems and has had the engine pulled to be repaired. We will catch up with our friends from Pocatello at a later date. So as not to disappoint those of you counting on a project tour this month, we have asked Larry and Jed Hall to host us at Morgan County International. They will be showing off their newly completed 3/4 scale version of the famous Fiesler Storch as designed by Pazmany and built by two artisans know as the Hall Brothers. They have flown it, but not enough to bring it to us, so we will go see them. They are also going to show off their past project, a Stewart Headwind. I think there are several other Homebuilt aircraft on the field and any of you who would like to show off your planes while we are there are welcome to open the doors or drag them out for display. See you all there at 7pm or earlier.

I think most of us know how to get to Morgan County International, but for those who do not. It is easy to find. Take I-84 east up Weber canyon; exit at the Mountain Green (Snow Basin) exit. Go under the freeway and turn east (your only choice unless you want to head west on the freeway again). Follow the road east past Trappers Loop turn off. The road will fork at the bottom of a small hill, take the left-hand fork. This will put you into a residential area, but keep following the road. It will make a wide turn to the left and point you straight at the end of the runway. The entrance to the airport is adjacent to the end of the runway and parking is there also. If that is unclear, just use Google or MapQuest to find your way. Okay, your Garmin GPS may be able to find it too. :-)

Don't forget next month, July, is our yearly BBQ. Please remind your spouses and children that this is their opportunity to see that there are others like you, who cannot get enough airplanes in their lives. Oh, there will be food for those who are more interested in satisfying their hunger. As last year we are asking for \$5 donations per person for the food, but don't let that deter you from attending with your family. Please, come regardless. If you would like to volunteer to help with the BBQ just let us know.

We still have a few calendars left from the membership drive. Anyone who wants one can have them for free or a small donation if you feel so inspired.

Todd Parker, Prez

Todd, Prez

## **MINUTES:**

### **EAA Minutes of our last group meeting 7 PM May 8, 2008**

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

The meeting for May was held at the Ogden Airport Terminal. President Todd Parker conducted. He announced the upcoming arrival of the B-17 tour with young eagle flight activities. A Sonex Visit was to happen in June but that has since changed. The Chapter Barbecue will be held for the July meeting.

Ron Musselman displayed a tool, which will be listed in the “virtual tool” listing on the clubs website. It was a brake bleeding system he developed and it is available for club members to use.

Introductions were made for Dave Hogan a meteorologist from the NWS and Kristine Kruse in charge of the FAA ARTCC in Salt Lake City.

Dave spoke about hazards like thunderstorms. He showed the symbols of storms. He said there were the types of thunderstorms:

Air Mass --- not so much a big deal but windy.

Monsoonal – typically in July and August and they are from storms up from Baha or the Gulf. Arizona and Mexico. They can happen any time.

Squall Lines storms are the worst.

He joked about Cumulo Granite clouds. They are mountains obscured by clouds. VFR at night is not recommended. Backcountry airports can become muddy and have washed out runways.

Squall lines are lines of thunderstorms typically in the spring or fall. It is hard to fly around them. They are long.

The summer hazard #2 is microbursts. They are very hazardous and there are fast changes in the weather. A ring can be seen from down drafts. A clue is Virga. (Rain that doesn't make it to the ground.)

Mechanical Turbulence is due to strong winds over rough terrain. Something mountain flyers have to deal with.

Cumulus clouds are at the top of thermals.

Get on top of the clouds to get out of turbulence. 16000 ft. in Utah is above thermals.

Density Altitude is the Invisible summer hazard. SLC at 90F can have an effective altitude of 7500 feet and 8500 when 100F.

Weather data can be gotten from [maps.avnwx.com](http://maps.avnwx.com). Also  
ZLC ARTCC  
2150 West 700 North  
SLC, Utah  
84118  
Phone: 801-320-2569

Members and visitors in attendance for this meeting were:

Todd Parker (President)	Doug Barker	Rene Felker
Rick Irwin	Stan McGrew	Craig Joosten
Johnathan Tibbets	Bob Johnson	Charlie Johnson
Ron Musselman	Wayne Beddes	Gary Mifflin
Don Higgs	Dave Engen	Jim Bench
David Hogan Presenter	Kristine Kruise	Aaron Farr
Mark Winters	Allen Rydman	Tom Cox
Don Pantone	Dan Jones	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](http://www.eaa58.org),

Well its another month gone by already. I managed to get the batteries moved back from the firewall to the rear behind the aft wing bulkhead before the B-17 came to town. I looked like I might not get the Dragonfly back together again before the weekend that the B-17 was coming. I managed to get it back together Thursday evening and was able to put it on the ramp for the festivities. I was not able to do the weight and balance though. While I was on the ramp Dave from Chapter 23 was checking out my Dragonfly and while I was showing him the engine installation he pointed out a few things that probably needed some attention. Having attended the DAR training he had a few issues with the way some wires were secured and the fuel line needed a bit more attention. I was able to put the bird on the scales and the CG came out very favorable with both Charlie and myself in the plane. I then addressed the issues that Dave had and also corrected the problem with the tail wheel when I made some improvements on the tiller for steering. It had some interference, which I corrected but turned out a little long which caused the wheel to turn you left when the rudder was straight; it was about ¼ inch too long that I was able to correct by adjusting the length of the tiller. I have completed the condition inspection and it is ready to fly again.

I will miss the meeting this month as I have some business in Arizona to attend to. Being as gas is so expensive I have decided to also travel on down to Tucson and get some time in a Dragonfly that resides there. Justin Mace has a large amount of time in the Dragonfly and has an O-200 on his plane that can carry two large people. He made the offer to check me out for landing approach, which he says, is the hardest part for Cessna pilots to do.



N211DF

FEATURE: N423CF

## N423CF and Sunday Morning May 25 2008



It was Sunday morning and I made my way to the airport for breakfast and then to work on my Dragonfly to try and finish the battery relocation. I wanted to have the Dragonfly on display with the festivities of the B-17 coming to town again. I had just opened the hanger and was getting ready to start working when Rene` stopped by and asked if I would like to take a ride around the patch in his RV-10. I had to stop and think for about 2 seconds before I said yes.



We rode over to his hanger where the plane was and Rene` explained how to enter the plane, it is very similar to the dragonfly but not as tight. In the Dragonfly you basically put the plane on i.e. you slip down into the seat and it is about like a lazy boy recliner. We buckled the seat belts and put on the headsets checked the audio. He started the plane up and did the checks after the engine warmed up he called ground for taxi to the active. The taxi was very normal for a nose dragger, excellent visibility. Once at the run up area for he did the usual checks and then called for clearance for departure.



When he put the throttle in things started to happen fast and we were airborne in no time headed for the sky at a rapid pace. After a few minutes we were headed north and Rene` said its your plane. It didn't take me very long to notice that it was a very nice plane to fly. It is sensitive to your commands and does what you ask it to do with not much effort. It flies with light touch on the stick. We headed north and I wanted to fly over the spiral jetty so we headed across Promatory Point and were soon over the top of the jetty and did not see it until we banked and turned back. I headed back to the south and turned east crossing over the point then turned south again. Rene` then engaged the autopilot which proceeded to fly us back to the airport and set up an approach.

Rene` took control as the plane flew through the glide slope, still learning how to set up the instruments. He made an uneventful landing and we taxied back to the hanger. MADE MY DAY then back to work on the Dragonfly.

## 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."

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