

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: "PRESENTATION"

LOCATION: Weber State University

Featuring: ED COLLINS

SUBJECT: AEROBATICS

Thursday, 2 MARCH 2005 1900 hrs, 0100Z, or 7:00pm

DIRECTIONS: Meeting is in 201 Lampros (Collett Arts)

PREZ SEZ:

This month seemed short too. Oh, right; this is a short month. Anyway, it is once again time to look to our monthly meeting. This month was planned to have two speakers, Ed Collins and Ron Hanselman, but Ron has been given TDY in preparation for leaving here for Nellis AFB. He mentioned something about wanting to make Full Colonel as a reason. We are still looking forward to hearing Ed speak about aerobatics. There will be

at least one copy of his book there for you to look at, I will bring mine. I believe he may have other copies for sell as well.

On Ron Hanselman's last official day at Hill AFB, he was able on short notice to arrange for four of us, who work on the base, to get some F-16 simulator time. We had a great time taking off and landing, breaking the sound barrier, shooting up planes and ships, doing loops and rolls, etc. There is nothing like sitting in an actual cockpit and looking through a real HUD to make the simulation immersive. Interestingly these old machines have lower resolution terrain and graphics than can be had on most modern flight simulators. If I compare it to the latest version of X-plane, X-plane wins hands down in the realism of terrain. Ah, but the cockpit of the simulator is just too nice, for total realism it wins.

Our April Meeting is set to be the Hall brother's Fiesler Storch in Morgan. We will give you more details before the next meeting, including a map of how to get there. I am really looking forward to seeing this project. The demonstration for the meeting is still open, but may be a demonstration of an English Wheel and other forming techniques for compound metal curves the manual way.

The March issue of Sport Aviation should arrive this week. You may recognize the author of one article as being from our chapter, me. I have no idea what it will look like in the magazine, but I hope it is helpful to all.

Well, that's all for now. Just remember to grab all of the airport bums on the way to the next meeting.

Todd Parker, Chapter 58 President

MINUTES:

NOT AVAILABLE

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.

WANTED ARTICLES FOR THE NEWSLETTER!!

FEATURE: PHOTOS of some MEMBERS in F-16 SIMULATOR



Ron Hanselman with Charlie Johnson in simulator.

Fighter Plane Ride

Below is an article written by Rick Reilly of Sports Illustrated. He details his experiences when given the opportunity to fly in a F-14 Tomcat. If you aren't laughing out loud by the time you get to "Milk Duds," your sense of humor is

broken.

"Now this message is for America's most famous athletes:

Someday you may be invited to fly in the back-seat of one of your country's most powerful fighter jets. Many of you already have John Elway, John Stockton, Tiger Woods to name a few. If you get this opportunity, let me urge you, with the greatest sincerity...

Move to Guam.

Change your name.

Fake your own death!

Whatever you do. Do Not Go!!!

I know. The U.S. Navy invited me to try it. I was thrilled. I was pumped. I was toast! I should've known when they told me my pilot would be Chip (Biff) King of Fighter Squadron 213 at Naval Air Station Oceana in Virginia Beach.



Whatever you're thinking a Top Gun named Chip (Biff) King looks like, triple it. He's about six-foot, tan, ice-blue eyes, wavy surfer hair, finger-crippling handshake..... the kind of man who wrestles dyslexic alligators in his leisure time. If you see this man... run the other way. Fast.

Biff King was born to fly. His father, Jack King, was for years the voice of NASA missions. ("T-minus 15 seconds and counting ." Remember?) Chip would charge neighborhood kids a quarter each to hear his dad. Jack would wake up from naps surrounded by nine-year-olds waiting for him to say, "We have a liftoff"



Biff was to fly me in an F-14D Tomcat, a ridiculously powerful \$60 million weapon with nearly as much thrust as weight, not unlike Colin Montgomerie. I was worried about getting airsick, so the night before the flight I asked Biff if there was something I should eat the next morning.

"Bananas," he said.

"For the potassium?" I asked

"No," Biff said, "because they taste about the same coming up as they do

going down."

The next morning, out on the tarmac, I had on my flight suit with my name sewn over the left breast. (No call sign like Crash or Sticky or Leadfoot... but, still, very cool.) I carried my helmet in the crook of my arm, as Biff had instructed. If ever in my life I had a chance to nail Nicole Kidman, this was it.

A fighter pilot named Psycho gave me a safety briefing and then fastened me into my ejection seat, which, when employed, would "egress" me out of the plane at such a velocity that I would be immediately knocked unconscious.



Just as I was thinking about aborting the flight, the canopy closed over me, and Biff gave the ground crew a thumbs-up. In minutes we were firing nose up at 600 mph. We leveled out and then canopy-rolled over another F-14.

Those 20 minutes were the rush of my life. Unfortunately, the ride lasted 80. It was like being on the roller coaster at Six Flags Over Hell Only without rails. We did barrel rolls, snap rolls, loops, yanks and banks. We dived, rose and dived again, sometimes with a vertical velocity of 10,000 feet per minute. We chased another F-14, and it chased us.

We broke the speed of sound. Sea was sky and sky was sea. Flying at 200 feet we did 90-degree turns at 550 mph, creating a G force of 6.5, which is to say I felt as if 6.5 times my body weight was smashing against me, thereby approximating life as Mrs. Colin Montgomerie.

And I egressed the bananas. I egressed the pizza from the night before.

And the lunch before that. I egressed a box of Milk Duds from the sixth grade. I made Linda Blair look polite. Because of the G's, I was egressing stuff that I never thought would be egressed. I went through not one airsick bag, but two.

Biff said I passed out. Twice. I was coated in sweat. At one point, as we were coming in upside down in a banked curve on a mock bombing target and the G's were flattening me like a tortilla and I was in and out of consciousness, I realized I was the first person in history to throw down.



I used to know 'cool'. Cool was Elway throwing a touchdown pass, or Norman making a five-iron bite. But now I really know 'cool'. Cool is guys like Biff, men with cast-iron stomachs and Freon nerves. I wouldn't go up there again for Derek Jeter's black book, but I'm glad Biff does every day, and for less a year than a rookie reliever makes in a home stand.

A week later, when the spins finally stopped, Biff called. He said he and the fighters had the perfect call sign for me. Said he'd send it on a patch for my flight suit.

"What is it?" I asked.

"Two Bags."



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
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801-782-4791 voice 801-786-0215 fax
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.

K. W. Sorensen
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Provo, UT. 84606
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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

You can get information about his products there.