

# 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: Don Pantone and Joe Garfield

Subject: Mags and talk about Sweden

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

## *PREZ SEZ:*

Today with 6" of new snow at my house this morning, it is hard to believe spring will soon be here with beautiful flying weather to go with it. Time for new birds to take to their wings, hopefully yours will be one of them, or maybe you'll take out one of your older birds and give yourself and it some exercise.

Hopefully all of you saw the article Charlie wrote for the EAA E-gram. If not, it will likely show up in an upcoming Sport Aircraft magazine. It was good to see Charlie's story in the newsletter with all of the details surrounding his incident and rebuild. It should encourage all of us to add our stories.

I would like to thank Tom Holt again for his contributions as YE coordinator. We had our best year ever, at least since I have been here anyway. His presentation last month even though abbreviated by technical issues was great. Hopefully we can out do ourselves this year, with more aircraft flying and more pilots available to help. If my math is correct, I think we flew 107 YE's last year. Let's see if we can make that 150 this year, shall we?

This week's meeting will be a talk on magneto's by Joe Garfield. Hopefully he will explain some of the differences between slick mag's and non-slick and other things I haven't figured out yet. He will be talking about them from an A&P's perspective, which should provide some great insights. Hope to see you all there.

Next month will be a project visit to see Doug Barker's autogyro. I am not sure I have ever touched an autogyro, seen 'em, but don't think I ever touched or sat in one.

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](http://www.eaa58.org),

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Young Eagles

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

Flights Since Inception: 500

Flights In 2011: 0

Next Event: May 2011

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Johnson Creek write-up by Scott Schmidt

**Johnson Creek** - A quick reference guide to approaching and landing at **Johnson Creek**.

Here are some screenshots from Google Earth as well as some of my own pictures of flying into **Johnson Creek**. I do not claim to be the master and I highly highly encourage everyone to take the mountain flying course at McCall ID. I have been lucky to sit and talk about flying into **Johnson Creek** and Big **Creek** with people who are experts. I have not taken the course but would love to someday.

<http://www.airnav.com/airport/3U2>

**Johnson Creek** (3U2) is located in the middle of Idaho's most beautiful country and features some of the best if not the best airplane camping in the world.

Here are some suggestions for landing and departing there.

When to fly there?

I believe **Johnson Creek** opens Memorial Day and closes Labor Day. I guess it never closes but it is not attended and the showers are closed.

The best time to fly in and out is in the morning and in the late afternoon.

Around 12pm the winds will go from 0 to 10 instantly and typically will not let up until the late afternoon.

The runways are north/south and it slopes up to the south so you will almost always takeoff to the north and land to the south.

How to approach?

If this is your first time, you may want to over fly the airport and plan on flying up the canyon (to the south) from the town of Yellow Pine. You have to make sure you are at the right altitude because if you do this you will not have visibility of the runway until that final right turn. This is how I did my first approach and it worked great.

This is what you will see when you fly up the canyon.



When you fly over **Johnson Creek** there is usually someone down there with a handheld radio you can ask for the wind. If not, you can check the windsocks.

So, here is a picture on Google Earth looking to the south showing the landing up the canyon. You will definitely be in the canyon for this approach. If you are too high add power early and fly up the canyon for a little while before turning, unless your high enough turning crosswind will be very tight and not recommended. I have done this and we are lucky that the RV's have such a great climb rate. I've seen some very scary go-arounds.



My typical approach is to fly over the airport to check the winds (I am usually approaching from the south), make a turn near the town of Yellow Pine (try not to fly directly over the town) and start the approach with an upwind on the west side of the airport flying to the south. This gives you another chance to check the winds, make your calls and check for traffic.

I then make my crosswind and start the decent. I cannot tell you how many times I have seen planes not start their decent soon enough and end up way too high and have to go around, this is where a mountain flying course would be great. I'm not saying a go-around is bad because it is exactly what you should do if it does not feel or look right, just make that decision sooner than later. You will be in the canyon in a proximity to trees that you may have never felt before if this is your first time.

You will then make your downwind as you are descending and hugging the east side of the airport. Wait to make your base until the terrain turns you, it opens up on the north side of the approach. This will actually put you west of the runway approach, you will then make a normal approach.

Make sure your speeds look good on final. The runway is pretty long and is uphill so if your are right on your speeds it will slow down fast.

This is looking to the north.



Here is another view of the approximate approach looking to the south.



Starting the downwind leg



A view on the downwind leg from the cockpit.



#### Departure

The departure is to the north (downhill).

It is pretty straight forward. After liftoff it is advised to make a 10 degree turn to the right to give you more visibility to see possible landing traffic and increase your travel distance before turning down the runway. It also may give you a chance to return to the airport if you have problems.





I hope that helps with orientation of this runway.  
Here is another write-up of flying to the **Johnson Creek** with more pictures.

**Johnson Creek** / Big **Creek** Idaho July 4th 2008  
<http://www.vansairforce.com/communit...ad.php?t=31832>

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**Scott Schmidt**  
**Salt Lake City, UT**

**RV-10 N104XP**

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### **Instructor DSO Dick Dirga**

**I entered the B-58 crew training program in late 1965. Three years later, I was selected to be an instructor DSO in the B-58 CCTS (Combat Crew Training School), training new crew members to fly the B-58. Following are some of my memories of that training.**

The B-58 had a very unorthodox crew make-up -- a pilot, a navigator/bombardier, and a defensive systems operator (DSO). The really unusual part of this arrangement was that for such a complex, large multi-engine aircraft it had only one pilot. Every other USAF multi-engine aircraft (B-52, B-47, KC-135, etc.) that I am aware of at that time had 2 pilots -- an aircraft commander and a copilot. Both pilots were needed to manage all the different aircraft systems and sub-systems. The copilot in those planes was in charge of fuel management, aircraft performance, weight and balance, radios, checklists, and flight manuals. Since the B-58 only had one pilot, and he had his hands full just flying this highly complex aircraft, all normal copilot type duties fell to the DSO.



*This picture was taken at Little Rock AFB in January, 1965. I am on the left (a young 25 year old captain just out of B-52s). My pilot, Pascal Ray, was a little older, and just out of B-47s. This picture was taken on our second flight in the TB-58. The pilot & DSO had to fly 5 simulator rides, and 5 TB flights before they were cleared for a solo B-58 flight.*

A typical DSO was not a pilot, but a rated navigator with an extra year training in Electronic Warfare. So, they had to be trained in pilot duties. Typically, they were hand picked from the B-52 force with 4 to 5 years experience in bombers. Each candidate had to go to Little Rock AFB or Bunker Hill AFB to be interviewed by

the Wing Director of Operations or the Wing Commander. All of their past records and performance reviews were carefully screened. Next, each candidate was fitted into the B-58 escape capsule to see if they could go through an ejection sequence. I know of several people that were turned down for B-58s because they were too tall, or too wide to fit the capsule.

If they were accepted into the B-58 program, the potential DSO returned to their original base and received orders to proceed to a base in California for several month's ground training in the B-58. This is where the student DSO started learning his future pilot-type duties. Basic aerodynamics were taught, in addition to radio procedures, weight and balance, fuel management techniques, and all the many B-58 systems (electrical, fuel, engines, electronic countermeasures, gunnery, etc.).

The pilot candidate, in the meantime, had been through the same interview process and capsule sizing at his new base. In the mid 1960s most new B-58 pilots came from B-47s. Later, they came from B-52s and KC-135s. Their first training base was in Oklahoma flying the F102 with instructors to learn delta wing characteristics. The future B-58 pilot and his DSO first met in Texas where they studied nuclear weapons together. Then, it was on to their new base where they entered the B-58 CCTS (Combat Crew Training School). From this point on, the Pilot/DSO trained as a team. They studied the aircraft systems together, and flew their training simulators and the TB-58 together.

Classroom training in CCTS lasted about a month, and again covered aircraft systems and flight procedures in detail. Next, the B-58 simulator portion started. The pilot and DSO simulators were electronically connected, and they flew each mission as a team. The pilot simulator was unusual in that it had full yaw, pitch and roll motion. Simulator missions were 3 to 4 hours long, and would be just like a real flight. The DSO would read all the pre-flight checklists with the pilot responding. The same for taxi, pre-takeoff, take off and climb out. Any emergencies (and there were plenty in the simulator), and the pilot and DSO would solve them together. The DSO had all the checklists and flight manuals in his station. So, when an emergency arose, the pilot would read off his instrument indications, and the DSO would look up the proper remedy in the flight manual. The pilot and DSO had 3 or 4 complete simulator rides together before the instructor pilot cleared them for their first TB-58 flight.

The TB-58 was a modified B-58. The navigator station was removed along with all its electronic equipment and a second pilot station added. This is where the instructor pilot sat. Extra windows were added so the instructor pilot could partially see out. The first flight in a TB-58 was very memorable. The aircraft had a smaller fuel load than the bomber version since most training missions were only 2-3 hours long. Since it was light weight, it accelerated very fast. From brake release to a decision speed of around 135 knots took about 15 seconds, with rotation a few seconds later at around 160 knots. In just a short time we were at

our climb speed of 425 knots. In this brief time the pilot/DSO were coordinating checklist items, making radio calls, checking engine/fuel indicators, and navigating to the departure point. Busy time!

A typical TB-58 training flight was take off, climb to altitude, go to refueling area and join with a tanker, practice refueling techniques, fly a short instrument navigation leg, then return to base. Then, we'd make a instrument penetration and approach, followed by 3 or 4 more instrument low approaches, and when we were down to landing weights, 3 to 4 touch and go landings. The student pilot/DSO had to make 5 TB-58 flights like this (including 1 supersonic flight at Mach 2) before they were given a evaluation check flight by another instructor pilot. If they passed it, they were cleared for their first solo flight in the B-58 bomber version.

Up to this point, the crew navigator wasn't part of the training package the pilot and DSO shared. He was normally off in a separate trainer simulator working with an instructor navigator perfecting his navigation and bombing techniques. The first time we operated as a complete crew was our solo flight in the B-58. This was also the navigator's first time in a B-58. I remember a few navigators being a little apprehensive about this first flight, hoping his pilot/DSO team had listened to all their instructor's advice!

After all the training, the solo B-58 flight was really rewarding. The B-58 bomber version was heavier, and carried a lot more fuel. The takeoff weight was around 160,000 pounds versus the TB-58s 120,000 pound takeoff weight. Takeoff was longer (almost 25 seconds to rotation) and liftoff much faster (over 200 knots). Flights were longer because we had a navigator/bombardier on board and could fly our practice combat missions. These usually included both high and low level navigation legs, practice bomb runs, air refueling, supersonic bomb runs, and other activities. A typical flight lasted around 8 hours, but went by really fast. All crew members were constantly performing their duties, and didn't have much time to stare out the window. The B-58 was very demanding, and you always had to stay several steps ahead of it, especially fuel and CG management. All crew member's stations were extremely confining, and claustrophobic feeling. I remember once sitting in the back seat of an F-4 fighter, and thinking it had twice as much room as we did, yet it only flew a 2 or 3 hour mission.

The student B-58 crew flew roughly 8 solo flights in the bomber version, plus several more simulator flights that were run like combat missions. Many, many emergencies or problems were thrown at us in the simulator to test our knowledge and emergency reaction time. The last step in the B-58 crew training program was to take check flights in both the simulator and TB-58. This was administered by the Wing B-58 Standardization crew. In addition to the flight portion, we also had to take written exams on aircraft systems, emergency procedures and tactical doctrine. Only after we passed all evaluations and tests was our student crew declared combat ready and allowed to pull alert duty with a

fully armed and nuclear bomb loaded B-58. The whole B-58 training program took about 7 months, and when we became "combat ready", we really felt like we had accomplished something!



*From pictures, it looks like the DSO and navigator couldn't see much out of their 6 x 6 inch window, but I could actually visually navigate pretty good looking out that small window.*

## **Supersonic Flight**

The B-58 was fast! The only aircraft at the time that could cruise at Mach 2 for extended periods. There were a lot of fighters at the time that could reach Mach 2, but they had to almost immediately decelerate before they ran out of fuel. In the B-58, we could maintain Mach 2 for almost an hour before we got low on fuel.

Our supersonic runs were restricted to over water because of the sonic boom we created. If we could have gone to a higher altitude, there would have been less of a sonic boom, but Air Force regulations restricted us to under 50,000 feet without a full pressure suit. (example, the SR-71 flew at Mach 3 over land, but they were at 80,000 + feet with full pressure suits).

Most of our supersonic runs were accomplished in the Gulf of Mexico. Our start acceleration point was south of Mobile, Alabama and our target usually was an island off the Texas coast near Corpus Christi. That 1,000 mile run took about 40 minutes. We started acceleration around 35,000 feet, climbing to near 50,000 as we gained speed.

The pilot and DSO were constantly checking and cross-checking engine instruments, fuel configurations, and CG settings. The CG constantly was changing, and was extremely critical. As the flight manual stated, "If the CG got

out of limits, catastrophic flight conditions could result". The flight manual also warned that "any flight control problems or engine problems at Mach 2 would result in catastrophic conditions". Needless to say, we were at peak alertness during Mach 2 runs. The last thing we wanted was a "catastrophic condition"! I believe several B-58s were lost during the testing phase because of problems at Mach 2.

There was no real sensation of speed during a Mach 2 run - only the Mach meter indicating how fast you were going. However, my biggest thrill in flying the B-58 came during the high speed low level bombing and reconnaissance runs. Flying at 600 knots (around Mach .92), 500 feet off the ground was exciting. You definitely had the sensation of speed as the ground zipped by! And, watching the ground fly by that fast, you were much more alert than normal.

Another thrill was showing off when we landed at another air force base. The B-52 and KC-135 crew members would always want to come over and examine our aircraft. And, when we departed their base, we made sure to impress everyone after take off by getting permission from the tower to make a high speed pass over the base followed by an unrestricted climb to altitude. Watching a B-58 approach the base at 600 knots, then go into full afterburner and stand on its tail would drive any other bomber crew crazy with envy!

### **Scary moments**

Because of all the problems the B-58 had in the past, plus all our constant emergency training, when something happened, we just treated it as a normal occurrence. For example, I remember losing an engine several times, but that was no big problem getting back home and landing, since the B-58 had so much power and was so stable.

I can remember other malfunctions like losing most of our electrical power, brake cables snapping, fuel malfunctions, hydraulic problems, etc. But, none of it was scary, just inconvenient since it usually meant aborting our flight mission and landing.

As an example of how stable the B-58 was, I remember once flying a training mission in a TB-58 and we got caught in some violent thunderstorms over Missouri. Since we didn't have any airborne radar, I called air traffic control to vector us out of the mess. He told us we were right in the middle of the biggest thunderstorm on his radar screen, so just fly any direction to get out of it. If we would have been in a B-52 or any other large aircraft, we would have been bounced in every direction, and worried about the wings breaking off. But, the B-58 just shuttered a little in that severe turbulence, and cut through the thunderstorms like a hot knife through butter.

Overall, our unit, the 43th Bomb Wing, was pretty lucky with the B-58. In the 4

years I was there, we only lost one aircraft. George Tate and his crew were trying to land with a hydraulic problem, and when they touched down at 200 knots, the right main landing gear collapsed. The aircraft immediately slid on the pod and wing into the dirt and mud off the runway. Fortunately, there was no fire, and the crew evacuated okay. But, the B-58, # 437, was declared a total loss. It sat behind some hangers for a long time, and the fire department used it to train new fire fighters on rescue techniques. I think it has been restored and is on display at Kelly AFB in Texas.

But, our sister unit at Bunker Hill AFB wasn't as lucky. In that same 4 year period, from 1965 to 1969, they lost 7 aircraft for a variety of reasons. One I remember was a new student crew flying their first solo B-58 flight. The student pilot mistakenly rotated at too low an airspeed, and when it wouldn't fly, panicked and pulled back harder on the stick. The B-58 went into a high speed stall, and cart-wheeled. Unfortunately, all the crew perished. Another accident they had that I remember was a B-58 on a high speed, low level bomb run at 500 feet, and it suddenly pitched down. At that speed, it was only a few seconds before it hit the ground. They never did find the reason for the accident because there wasn't much left to examine.

I know most books criticize the B-58's safety record, since almost 20% of them were destroyed in accidents. But, in my 4 years and almost 1000 hours of flying the B-58, I thought it was a fantastic aircraft, and gave me a lot of great memories. Being such a sophisticated aircraft, you had to always keep ahead of it, and know all its systems backwards and forwards. I had no fear of it, just a great admiration for this exotic machine. It was quite a shock to most of us at Little Rock AFB when they announced the B-58 was to be retired. A sad day in aviation history!