

# 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: "SPEAKER"

LOCATION: Weber State University

Featuring: "Mr. Gerald Lautenshalger"

SUBJECT: A&P

Thursday, 5 OCTOBER 2006 1900 hrs, 0100Z, or 7:00pm

DIRECTIONS: Meeting is in 201 Lampros (Collett Arts)

### ***PREZ SEZ:***

I only have a couple minutes as I run out the door this morning for a business trip to Wisconsin, no Osh on this trip though. We are looking forward to elections this month. We have volunteers for all of the officers, so don't be afraid to show up and participate. We will also be discussing the dues as I sent out earlier. We will also be discussing the possibility of changing the meetings to a different day and possibly a different location, if

that is what you want. Please come and let your voice be heard on these subjects. We want the chapter to be what you want it to be.  
Gotta run for my plane. See you all on Thursday to listen to a very experienced A&P.

Todd Parker, Prez

## **MINUTES:**

Minutes for September 7, 2006, Regular Meeting, EAA Chapter 58

Date: September 7, 2006

Place: Weber State University, Lampros Hall, Room 201

Time: 7:00 PM

1. Members Present: Todd Parker; Al Rydman; Bob Johnson; Charlie Johnson; Gary Mifflin; Craig Joosten; Mark King; John Lewis; Wayne Beddes; Rick Rohler; Rick Irwin (Cozy Project).
2. Guests Present: Reese Nelson; Larry Hall (Fiesler Storch Project); Norm Whittle (second visit, Rans S-4 Project); Jim Bench ("Dreamer" Project); Nathan Davies (Marlin Hills Elementary, 6<sup>th</sup> GRADE STUDENT!).
3. Meeting opened by Todd Parker at 7:00 PM, followed by "around the room" self-introductions by members and guests. Of special note was guest Nathan Davies, a 12 year old, 6<sup>th</sup> grade student intensely interested in airplanes. "He" found "Us" via the Weber State University Internet (?). He came to see if "We" knew as much about airplanes as he did! Expect to see him back.
4. Volunteers were solicited for a nominating committee to seek individuals interested in becoming next year's chapter officers "Committee volunteers" were Todd Parker, Al Rydman, Wayne Beddes, Craig Joosten, and Dave Engan. Committee will meet Sept 15<sup>th</sup>.
5. Al Rydman reported that a Young Eagle "fly out" mission was scheduled for Saturday, Sept 16<sup>th</sup>, at the Logan, UT Airport. Group of 25 scouts to be given rides. Pilots assisting were Al Rydman, Stan McGrew, and Don Pantone.
6. Discussion on future meetings/subjects. October project visit postponed till November meeting. October meeting will have guest speaker, Mr. Gerald Lautenshalger.

7. Proposal to increase the yearly chapter dues from \$15 to \$TBD made by Todd Parker. Objective to provide funds for specialty tools for chapter member usage. Details to be presented at a later date.
8. Chapter's previous decision to buy a set of electronic scales is pending Don Pantone's return from Alaska and other points North.
9. Todd Parker presented a brief "video clip" of the last test flight of his "own design aircraft", a scaled down, radio controlled, model. It stalled, spun, and crashed; but he considered it a success because he "knows why".
10. John Lewis announced he is selling off parts for a Sindwinder Project.
11. The feature presentation of this month's meeting was the movie, "RUNWAY 16R". It was an outstanding documentary presentation of the history, growth, and value of the Van Nuys, California, "International" Airport. Van Nuys is the busiest General Aviation airport in the U.S. and accommodates everything but scheduled airlines! Members and guests APPLAUDED, spontaneously, at the end of the movie; It WAS THAT GOOD.
12. Members hung around till about 9:30 PM, but couldn't finish all the punch and cookies, and popcorn, after the movie concluded.

Respectfully submitted by Al Rydman, Secretary, EAA Chapter 58

#### 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),

Still tweaking the Dragonfly and taxing. Last weekend went to the annual fly-in for tandem wing airplanes in Kansas. Read about the trip in this month's feature.

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

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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.

For the full 2006 Regional Fly-In schedule go to:  
<<http://www.eaa.org/avlinks/flyins.html>>

**FEATURE: 16<sup>th</sup> ANNUAL TANDEM WING FLY-IN**

The best-laid plans always seem to get modified. I was hoping to get Dragonfly N211DF ready to be able to attend the tandem wing fly-in this year but it was not to be. My brother Charlie AKA “One Sky Dog” has flown his Dragonfly to the fly-ins for the past several years, but this year he was faced with having to replace the engine on his dragonfly when he had the prop hub fail. It looked like we were not going to make it this year but we talked and decided to fly the Cessna 172, a metal airplane to a plastic airplane swarming.

In the past years I have missed only one of the fly-in.’s and have driven to or flown commercial to the annual gatherings of the tandem wing birds. They started out in Eloy, Arizona for the Dragonfly and when HAPI went out of business Bill “Spud” Spornitz took command and moved them to Ottawa, Kansas and invited the Quickie bunch where they were held for a number of years. In 2003 Ottawa decided not to host us and we moved to Coffey County airport. That year Spud decided to take a break from hosting the event and the current newsletter editor



Hanger at emporia for photo shoot



Departing Ogden

Jeffery LeTempt took over and moved the event to Sullivan Mo. Where it was held for two years. This year Spud decided to host the event again and found a great little airport in Kansas. The airport at Emporia Ks gave us the run of the airport. We had two hangers at our disposal a large one that all of the planes would fit in during the night. There was also camping on the airport for those that wanted to do so.

Wednesday evening after work we packed our bags and went out to the airport to load the airplane so that we could get an

early start in the morning. With two tents, sleeping bags, chairs, 4 bags, oxygen bottle, sleeping mats the pile looked a bit large. We began weighing it all and stowing it in the plane and managed to come out ok for weight and balance. It was then home to try and get a bit of sleep before the big day coming up. According to the weather forecast we would be able to get out before it began raining in Ogden the next morning. However the rain started early Thursday morning and as I left the house about 6 AM it was pouring

down. Charlie called me on my cell and said that he was getting his stuff loaded and on the way to the airport. I grabbed a sandwich at the King and headed to the airport to rain. When Charlie got there it was still raining and we began the wait and calling flight service. We had planned to head out to Tooele and then cross the Wasatch through Spanish



Green River Airport

Fork Canyon, on to Green River and south to New Mexico around the really high mountains in Colorado. Then head to the Northeast to Emporia, KS. However when the rain quit at Ogden it was pouring down in Tooele, and the canyon was soaked in so we had to change our plans. It looked like we could get across the mountains by following I-70 and would need another sectional so I dashed over to OK3 and picked it up

while Charlie changed the course in his PDA that he uses with Anywhere Map. He called and started our flight plan and we pulled the plane out from the hanger about 8:30 AM and were on our way. We called Ogden tower for a departure to the South through the VFR corridor. A bit of chitchat with Salt Lake Control and we were out of the Class B airspace and on our way South toward Richfield. There was a very high layer of clouds and a few small clouds on the ridge as we headed east along I-70. The scenery was spectacular as we headed for Green River about 11.10 we passed the Green River airport. Just South and West of Green River there is a Restricted airspace that we had to get by before we could turn to the South and head to Canyonlands Airport for our first stop for fuel. We called up the airport for an advisory and found that there was construction to the north side of the runway and the wind was out of the west a little



Green River

crossed for the landing but Charlie had no fear as he maneuvered for the landing. We taxied to the ramp where there was a self-serve fuel station, and then he closed our flight plan to Canyonlands field. While Charlie filled the plane and checked the oil I headed to the FBO to check it out. We checked the plane over and crawled in to get ready for the

next leg to the South. After calling the flight service we were told that there was strong winds from the West and a bit of turbulence across Northern New Mexico where we were heading. We rolled out to the runway after filing the next leg of the flight plan and took off heading toward Moab and points South. We would be heading just East of the Four Corners area on down past Farmington, New Mexico. It was interesting to see the area from the air as I had driven this many times when I worked for Fuji Film going to Durango, Co. from Albuquerque, New Mexico. I recognized the highway as we headed east, just North of Santa Fe and crossed over Cuba. We had a strong tail wind and our ground speed was



Moab, Utah

around 165 Mph, with the aircraft around 100 Mph. We continued on with a bit of turbulence from the rough terrain that we were flying over. As we crossed the last high ridge we hit some down air that was descending at 1,000 ft per min. for about two minuets. We headed out to the high plains of Northern New Mexico and decided that we should stop at Las Vegas for fuel.

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This was one of the most challenging landings as it was crossed and very high in altitude with the best runway closed for repair. We survived and taxied in to get fuel and needed chocks to keep the plane in place. After fueling we headed on to cross Oklahoma and into Kansas. As the day continued on the shadows began to get long so we decided to stop for the night. We were getting close to Elkhart and as we called for an airport advisory we got no response so we checked the wind sock and started to set up for landing. As we approached we did not see



Approach to Emporia

any facilities and the runway did not look that good so decided to continue on to Hugoton which turned out to be a good decision. Once again we called for an advisory with no response so checked the wind and landed. The office was open but no one to be found and the number on the board to call just rang. We walked around looking for some rope to tie the plane down with when the airport manager drove up. We said that we were

going to spend the night and needed to tie the plane down but he would have none of that and said that he would put it in a hanger.

He got the courtesy car and gave us directions to town for lodging and food, he asked when we would need the plane and said that he would have it ready for us in the morning. We slept in till about 7:00 AM got up and turned on the weather channel to check out the weather and found that we had stopped just short of catching the weather that went through the day before. Took showers and headed for the airport to find the plane sitting on the ramp, then realized that we hadn't got any breakfast so headed back to town. We grabbed a breakfast sandwich and a cup of coffee at Mickey D's. We then headed back to the airport. I started loading my stuff into the plane while Charlie took care of the fuel and checked the oil and the plane.

Harry the manager was a thumbs up kind of guy and a talker. It took us till about 9:30 or so to get out of the airport and on our way. I would go out my way to stop there again and highly recommend it to anyone going that way, but don't be in a hurry. We took off on



DECENT INTO EMPORIA

the way to Emporia and a smooth flight to an uneventful landing and taxi in. As we taxied in they asked if we were here for the fly-in and directed us to the south ramp with a few of the tandem wing airplanes. It was good to see some old friends again and visit while the birds trickled in. We got some friendly ribbing for flying a metal airplane into the show. On a sad note we learned that a Quickie had had a fatal accident on the way to the event. I later heard that it was possible that the gent had a heart attack but this is unfounded information that I got at work after the show.



VELOCITY TAKING OFF

The airport manager asked us if we would do a fly-by at the golf course the next morning as there was a big promotion for the airport about the gathering of the strange looking airplanes that had descended on the field for the weekend. As the day came to a close the planes were tucked into a large hanger and the manager was amazed at how much room was left with that many planes in the hanger. Then we departed to the

welcoming arrival dinner at the Golden Corral Steak House & Buffet for dinner and an update and Overview of the event for the weekend.

All of the planes, including the other metal airplane, a 152 that came in from Arizona for the event took part in the fly over. It was something to watch a dozen or more planes take off one after the other then form a line and make several passes over the area. Later that day the forums began with the Quickie builder group, then the Dragonfly group. Each group had members from the other group sitting in and listening to gather information.

Following these discussions there was a presentation by a DAR about the dos and Don'ts about getting your project's Airworthiness papers. This was a very good presentation and was worth the trip. He explained the process and all the ins and outs about getting this done. We were to have Bob Nuckolls give a presentation but he spaced it out and missed it. He apologized and volunteered to come but would have been to late, maybe next year.



QUICKIE DEPARTING



DRAGONFLY DEPARTING

As the day came to an end the planes were arranged for the traditional photo shoot. Once this was done we had a catered Awards Banquet and another presentation by the DAR G. Michael Huffman DAR-F830207CE about his years with the Quickie

Factory and the history of the aircraft. It was A very good presentation that was enjoyed



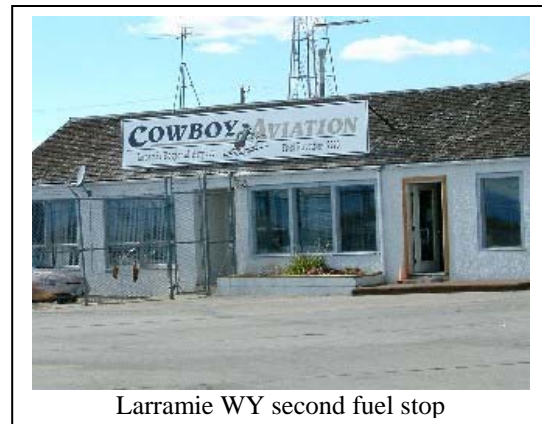
TANDEM WING AIRCRAFT ATTENDING THE EVENT 2006

by all and very informative. His web site is <http://www.sportaviationspecialties.com/> for those that are interested. We then had the awards presentation for the event and just mingled until everyone decided to hit the sack. It was about midnight when I crawled into the bag.



Up the next morning tear the tnets down and get every thing back in the plane and ready to take off for the return trip. Then offered a ride into town for some coffee and breakfast for the ride home. We stopped at the Flying J truck stop and was joined by several others from the event. Had a good breakfast and a bit of conversation before heading back to the airport and putting together a flight plan for the return trip.

Called home to let the wife know that we were on the way home and she said that she thought that we were going to get a early start. Told her that it took a bit of time to get it all together and say goodbyes' and get off. Called Emporia unicom for conditions and taxied out to take the active runway. As we departed rocked the wings and were on the way. We had about a five mile an hour headwind at altitude and a smooth ride. A very pleasant flight with a few small puffey clouds here and there. We arrived in Ogden just a little before sundown. All in all it was a very enjoyable trip, and a good experience.



## 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  
2187 Dakota Ave.  
Provo, UT. 84606  
KandCSoren@aol.com

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.