

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 Airport Terminal Building

Subject:

Thursday, 8 September 2011 1900 HRS, 0200 Z, or 7:00 PM

PREZ SEZ:

Sorry for the late note, but the meeting this month was late coming together. Thanks to two of our members we should have a good program tomorrow. Did anyone make the air show in Heber? Tell us about it.

Dave Engen is going to give us the low down on his first flight in his Wag Aero Sportsman 2+2 and subsequent testing. Also some discussion on trailing edge shapes and stick forces.

Ed McKenney is then going to talk to us about formation flying.

I know some of you have many hours of formation experience, but most of us do not. I personally look forward to what Ed may teach us.

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,

Young Eagles

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

Flights Through December 2010: 500

Flights In 2011: 93

Next Event: 24 September

First Flight Report

by

David L. Engen

On Aug 20, at 0800, I flew my Wag Aero Sportsman 2+2, N428DD, for the first time. The flight went very well and the airplane flew better than I had imagined.

My wife, Dawn, & I met some friends at the Ogden Airport on Saturday morning at 0700. At about 0730, I called the Ogden Tower to review the flight plan. After checking the airplane over one last time I climbed in. My wife climbed into Rick Rohler's RV-6A. Rick & Dawn followed me out to runway 16. The engine run-up and flight control check was very good. Without giving myself time to be nervous, I contacted the Ogden Tower and was given clearance for take-off.

The take-off went according to plan. Half-throttle was used for takeoff. The tail came up and the airplane floated off the ground. After floating down the runway for a several seconds at about 50 mph, and determining that all was okay, I went to full throttle and climbed out. To help keep the cylinder head temp (CHT) down, I climbed out at 80 mph.

Ogden Airport was hosting an air show on Saturday and the pattern was somewhat busy. The tower had me make left traffic for the first turn around the pattern. After reaching pattern altitude, I noticed that the CHT had climbed to 450F. I throttled back to 2200 rpm and kept an eye on the CHT. It gradually decreased to 430F on the first turn. To avoid traffic, the tower had me make right traffic for the second turn around the pattern. The CHT was very stable and decreased to 425F. The airplane was handling great.

There were no surprises. During the third turn around the pattern, the tower had me do a 360 deg turn to avoid other traffic. With the airplane flying great and the pattern so busy, it was time to leave the pattern.

Rick & Dawn had been waiting on the ground at the runway 16 run-up area, with the RV-6A canopy open and were watching me. Just after I requested to leave the pattern, I could hear Rick getting his clearance for take-off. The tower was very helpful and gave Rick & Dawn distance and headings to intercept me. We met up at about 5400 feet msl 10 miles northwest of Ogden Airport. The tower gave both of us a "frequency changed approved" and we went to 122.75 to chat.

The CHT had decreased to 420F & oil temp was 190F. The outside air temp reading was 78F which was hotter than I was hoping for. At 2200 rpm & 20 in. of manifold pressure, my indicated airspeed was 95 mph. Rick & Dawn flew around the airplane to check it out. Everything was nominal. We made some turns and chatted. My wife joked and told me that she could "see everything that I was doing." I responded & waived. We had a good time.

The airplane was almost perfectly trimmed. With the elevator trim set at null/zero, and at 95 mph indicated, there were no up or down stick forces. The turn & bank ball was centered without my feet on the rudder pedals. However, the left wing was slightly heavy and I had to maintain a light pressure to keep the wings level. I released the stick a few times and the airplane entered a gradual, but determined, left turn.

After about 25 minutes of flying together, Rick & Dawn headed back to the Ogden Airport. I checked all the instrument readings one last time and headed for the airport. The pattern was still somewhat busy and the tower had me enter a right base for runway 16. I used 80 mph for base, 70 mph for final and slowed to 60 mph over the threshold. The landing was a three-point with a soft touch down. I didn't use any braking on roll out and had to add power to reach taxiway Charlie.

The total Hobbs time for the first flight was 0.8 hrs. It's a very docile airplane - which is okay with me. I'd like to give many thanks to Rick Rohler who helped me stay on track to finish the airplane and help me solve many issues. Many thanks to many other friends that believed in me and cheered me on to finish the airplane. I'd also like to thank my wife, Dawn, who gave me all the time I needed to finish the airplane & who's looking forward to flying with me in the near future. The "N" number was chosen in honor of the first day that I met her. We met on Apr 28 (2007). So, N428DD stands for Apr 28 Dave & Dawn.

David L. Engen











Dear Mr. Parker,

I would like to invite you and the members of Chapter 58 to "Skyfair 2011" on Sept. 10th from 8-4PM here in Elko, Nevada. This is our annual airport open-house/fly-in put on by a local committee in conjunction with EAA 1135. The event kicks off Friday evening the 9th with a VIP BBQ for all fly-in pilots, guests, volunteers, and sponsors.

We are offering several incentives to our fly-in pilots including:

- Free Friday evening BBQ (the 9th) from 5-7PM for pilots, volunteers, guests, and sponsors
- Friday night lodging at the brand new Marriott Town Place Suites (special event rate of \$59.99)
- Free Saturday morning breakfast for pilots provided by EAA 1135
- Free Saturday lunch for pilots provided by Civil Air Patrol
- Fuel discount during event of \$1.00 off per gallon of Avgas
- Goodie bags provided by Gold Dust West Casino (limited supplies)
- Saturday night lodging at special event rate if needed
- Transportation provided as needed

Also, this year we have a nice line-up of warbirds coming! The Arizona CAF will be here with their B-17 "Sentimental Journey" and their B-25 "Maide in the Shade". They will be offering paid rides in these historic bombers! Additionally, we have the Utah CAF offering rides in their CJ-6 Nanchang and their PT-17 Stearman. We also have an AT-6 out of Las Vegas offering paid rides as well. On static display we will have a P-51 Mustang out of Carson City, Nevada and an F4-U Corsair from Kalispell, Montana. We will also have a Yak 3U stopping by for the day on his way to the Reno Air Races. Besides warbirds, we have a variety of experimental and certified aircraft

coming. We also expect the military to make an appearance, but typical of the military, we won't know for sure until the day of the event!

I hope you and your members might be able to consider coming over for our fly-in. We would love to have the opportunity to host you and your aircraft for Friday evening and during the event on Saturday. If anybody has any questions or thinks they might be able to stop by, please give me a call or shoot me an e-mail so that I may be able to arrange lodging (reservations made through the Skyfair committee are eligible for the special event rate). Also, please go to our website www.elkoskyfair.com for more information and registration. Please note that Young Eagle flights will be conducted throughout the day by the Carson City EAA 403. If anyone wishes to fly Young Eagles, please note this on the registration form or contact me directly.

I look forward to hearing from you and I thank you for your time. Fly safe and please pass this along to anybody you know with an airplane!

Sincerely,

James Riordan
EAA 1135 President
Skyfair 2011 Committee

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AND

If this doesn't take your breath away, nothing will!

<http://www.youtube.com/v/WgdIE2t8QkM>