

HANGAR TALK

NEWSLETTER OF EAA CHAPTER 58, OGDEN, UT

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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' hangars, shops, or garages. Onsite meeting locations are announced in the newsletter.

This Month's Meeting: CIVIL AIR PATROL

Location: OGDEN HINKLEY AIRPORT TERMINAL

Featuring: CIVIL AIR PATROL

Subject: CAP ACTIVITIES

Thursday, **13 SEPTEMBER** 2007 1900 hrs, 0100Z, or 7:00pm

Directions: OGDEN HINKLEY AIRPORT TERMINAL in the room to the Northwest just past the car rental counter.

PREZ SEZ:

Another summer has come and looking out the window today, apparently it is gone as well. I know this summer has been filled with events for my family and me and as a Chapter I think we have had a good summer as well. We have a couple of first flights and many of you have made good progress on your projects this summer, excluding me of course.

The CAP is presenting the meeting this month. I think the plan is to tell us how to avoid needing their services and if we do how to help them with creating the best outcome. Or, maybe they will be recruiting you into their ranks, certainly a worthy cause for all of us.

I hope you took the time to write our senators and congressman. I wrote them and was surprised to find by reading between the lines that it seems they are in favor of the two bills that will make flying very expensive for us. Like \$25 fees for using controlled airspace and fuel taxes jumping from 19.3 cents a gallon to 70 cents a gallon for general aviation, while commercial carriers only pay 13.6 cents a gallon. Seems like GA is already paying more than its share. If you haven't, I encourage you to take the time to let them know how you feel about this inequity.

I hope to see you all on Thursday.

Todd Parker, Prez.

MINUTES:

EAA Chapter 58 Monthly Minutes August 9, 2007

Minutes of June 14, ²⁰⁰⁷ by Rick Irwin (sec.) of EAA Meeting held at Ogden Hinkley Airport terminal building. OGD

President Todd Parker conducted the meeting. Todd announced that the CAP would be presenting next months meeting. Comments and reports were given about Oshkosh 2007.

Bob Johnson gave a presentation on his Dragonfly project that has lifted from its mother earth. Way to go Bob! Good Job



Dragonfly N211DF first time around the pattern

Glenn Cobb of Groen Brothers gave a presentation on Gyros. He spoke about the history of Gyros and then spoke about Groen Brothers and their products. He handed out CD's and his company brochure.

Their web site is:

<http://www.groenbros.com/products.php>

Members in attendance were:

Todd Parker (President)	Rick Irwin	Norm Whittle	
Doug Barker	Johnathan Tibbets	Steve Fabizak	
Allen Rydman	Rene Felker	Peter J. Cich	
Stan McGrew	Keith Draney	Gary Mifflin	Craig Joosten
Ron Musselman	Bob Johnson	Charlie Johnson	Jeremy Visker
Wayne Beddes	Glenn Cobb, Presentation		

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.

I have been working to get the Dragonfly in the air and have resolved all the little problems that have cropped up so far.

Sunday September 9, 2007 after changing props trying to get the RPM up to a higher level, N211DF made a short hop down the runway then another trip around the pattern. I am still working out small problems and also working on my license.



N211DF

WANTED ARTICLES FOR THE NEWSLETTER!!

FEATURE: RENE FELKER RV 10 N423CF

Curious George

Progress to Date

(Vans RV-10 built by Rene Felker)

In the fall of 2004, with a little help from my brother-in-law, my wife agreed to let me build an airplane. She was nice enough to actually act interested, but really only had two basic requirements....built-in DVD player with three screens and buttons for her to push on her side of the panel. Both of these requirements seemed easy to achieve, so I was off to pick an airplane to build. In general, most of my flying was for transportation, point A to point B. My wife and I had flown to Las Vegas several times and that ended up being the point of comparison....how long does it take to get to Vegas.....will the bladder be able to hold out. For both my wife and I 2.5 hours is about the limit.

Most of our longer trips in the past have been in one of the Hill Flying Clubs 182's. The cabin area of the 182 was adequate considering we normally go as just two adults.....and now one or two kids. After looking at most of the popular 4 seat kit aircraft I had limited the search to just two, the velocity and the RV-10. In the end my fear and dislike of composites drove me to the RV-10.....little did I realize at the time how much fiberglass work there would be in the RV. So now I had selected the kit and the odyssey began.



For Christmas the first year my wife gave me a kit airplane to build that she knew I could finish.



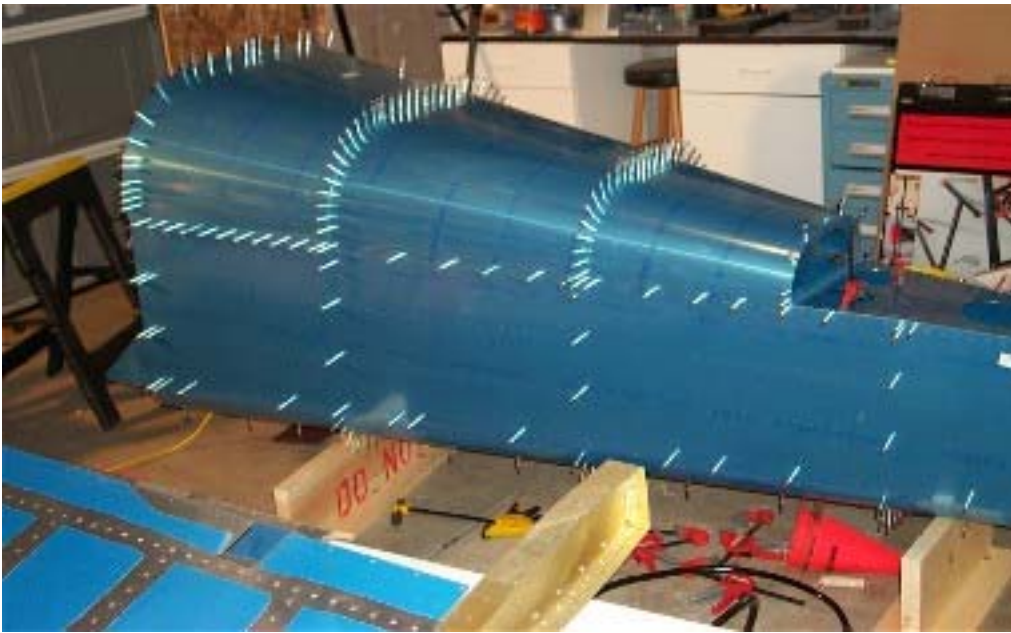
The kit arrives. As always my daughter is there to help, she was trying to hold the lid down while I unscrewed it. I was a little surprised at how small the empennage box was.



Then I opened it up and noticed it wasn't even full, Dec 04.....



My first part, complete with it's own special ding. Notice my daughter, along with Curious George, are out to help.



My first big part. I was surprised at how light this section was. This was when I started to get a better understanding of how big this project was going to be. My brother-in-law, Kirk Verhaal, an F-16 sheet metal guy, has helped me all the way through this project.



The tail is starting to look like an airplane. With all the pieces together, I had to move it to my wife's side of the garage.....that did not last long.....



My Daughter, helping again.



I built the fuselage section on this folding table or a lower platform I had built. The fuselage was, from a complexity point of view, the hardest of the kits. A lot of sections.....



The worst of the jobs.....the fuel tanks. These are 30-gallon tanks and I think I used one half a quart of pro-seal. If I walk within five feet of an open can of pro-seal, I will get some on me somewhere.



Well I got the tail connected to the fuselage and the fiberglass work began. Fitting the cabin top was a real pain. I think it would be a lot easier the second time, but still a pain. For anyone building a -10, once you think you have trimmed enough.....trim some more. The scribe lines are there as a reference, to what I don't know, but a reference. I used the scribe lines and was no where near where I needed to be....



More fiberglass, the cowl. Much like other Vans cowls, except this one comes with the scoop already on.



The panel finally arrives. This is a custom panel, built by SteinAir. I will let you know how it works after I fly it. In the very end I will end up with 4, yes 4, GPS', two EFIS', and the DVD player.....other items, Garmin 430 and SL-30.



Anybody know where all these wires go.



Bob came over to help put the panel in the plane. Note how nicely he fits in the pilot seat.



With the panel installed and the fiberglass prep completed, it is off to the painter.

Where is it today, 3 September 2007? Well the fuselage is at the painter and all other major components are already painted. Once the fuselage gets back it will be final assembly and rigging. For the most part, all items have been built and fitted. The panel is fully wired with full wire lengths attached. Once the tail surfaces and wings are installed, the wires can be pulled to their final destination. I am hoping for first flight in November 20xx. You can fill in the year.

GOTS and WANTS

We are adding this section and if you will send the information in will post want ads.

Rick Rohler
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801-782-4791 voice 801-786-0215 fax
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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
You can get information about his products there.