



Squawk 902



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President's Message
EAA 902
March 2024

February's chapter meeting was attended by twenty-seven people of which six were guests. Dustin Heaton presented an informative presentation of his flying adventure repositioning his Carbon Cub from Texas to Anchorage, AK. At this month's meeting, Dave Graves will speak on various adventures during his aviation career. I have asked him to focus on his tenure with Butler Aviation where he operated an Aero Commander 500 Shrike in a "Forward Air Controller" capacity. He and his wife Jane have an airplane painting and upholstery business at Aurora airport. As Dave says he retired from flying and went looking for a job and found work!

The grass at the airport will soon begin to grow necessitating the chapter to begin mowing operations. I will try to schedule chapter members to "volunteer" to mow at least a month in advance so that we can stay on top of our commitment to mow. The board would like to encourage more members to participate as in years past the same small group of people tend to do the lions share of mowing. Remember, the chapter belongs to all of us!

President's Message
EAA 902
March 2024

EAA's chapters are all about people - bringing together individuals interested in learning more about aviation and sharing their knowledge. Chapters represent our EAA national organization at a grassroots level where our EAA members live the spirit of aviation daily. National has sent the results of our 2023 Chapter Members Satisfaction Survey and the results are tabulated in the figure below. It is of note that only 8 of our members participated in the survey and as such it may or may not indicate the opinions of all 38 members. If you do the math that's only 21% participation.

2023 Chapter Member Satisfaction Survey												
How important is it that your chapter participates in the following areas?												
	1: Not at All Important	2	3: Somewhat Important	4	5: Very Important	Total	Weighted Average					
Fly Ins/Pancake Breakfasts	12.50%	1	12.50%	1	25.00%	2	12.50%	1	37.50%	3	8	3.5
Fly Outs	0.00%	0	12.50%	1	12.50%	1	12.50%	1	62.50%	5	8	4.25
Young Eagles	0.00%	0	12.50%	1	0.00%	0	12.50%	1	75.00%	6	8	4.5
Other Youth Activities (e.g. day camp, teen build, etc.)	14.29%	1	14.29%	1	42.86%	3	14.29%	1	14.29%	1	7	3
Presentations on flying skills/safety	0.00%	0	0.00%	0	0.00%	0	25.00%	2	75.00%	6	8	4.75
Presentations on history/general aviation news	14.29%	1	0.00%	0	42.86%	3	0.00%	0	42.86%	3	7	3.57
VMC Club	0.00%	0	50.00%	3	16.67%	1	16.67%	1	16.67%	1	6	3
IMC Club	33.33%	2	50.00%	3	16.67%	1	0.00%	0	0.00%	0	6	1.83
Flying Start - Learn to fly presentation and Eagle Flights for adults	0.00%	0	0.00%	0	12.50%	1	37.50%	3	50.00%	4	8	4.38
Presentations on aircraft building/restoring/maintenance	0.00%	0	0.00%	0	0.00%	0	50.00%	4	50.00%	4	8	4.5
Presentations on learning to fly	0.00%	0	28.57%	2	28.57%	2	14.29%	1	28.57%	2	7	3.43
Chapter aircraft building and restoration projects	12.50%	1	12.50%	1	25.00%	2	12.50%	1	37.50%	3	8	3.5
Connecting with other aviation enthusiasts	0.00%	0	0.00%	0	0.00%	0	25.00%	2	75.00%	6	8	4.75
Educates local community about general aviation	0.00%	0	12.50%	1	37.50%	3	12.50%	1	37.50%	3	8	3.75
RC Modeling/Control Line	57.14%	4	28.57%	2	14.29%	1	0.00%	0	0.00%	0	7	1.57
Tool Crib (i.e. Specialty tools to loan to members)	12.50%	1	12.50%	1	25.00%	2	37.50%	3	12.50%	1	8	3.25
Flight training scholarships (i.e. Ray Aviation Scholarships)	0.00%	0	0.00%	0	0.00%	0	25.00%	2	75.00%	6	8	4.75
Hosting EAA's tour aircraft (B-25, Ford Tri-Motor, B-17)	28.57%	2	14.29%	1	42.86%	3	14.29%	1	0.00%	0	7	2.43

As your president, one of my key takeaways from the results is that the majority of participants rated as "very important" fly outs, YE, presentation of flying skills/safety, flying start, presentation on building/restoration/maintenance, connecting with other aviation enthusiasts and Ray scholarships. Together with our board members these areas will be our focal point for 2024. So as we attempt to fulfill your preferences in the form of Newsletter articles or meeting presentations, it might be your turn to "belly up to the bar".

Dave

EAA Chapter 902

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Show me the Money

February 2024

Chapter balance as of 1/31/2024 ----- \$7,350.35

General fund balance as of 1/31/2024---- \$3,651.35

Income ---- Donation (50/50 Winner)----- \$32.00

50/50 Raffle ----- \$32.00

Membership ----- \$315.00

Coffee/Pop ----- \$4.75

Expenses --- PGE----- \$114.45

OR Corporation Fee----- \$50.00

General fund balance as of 2/29/2024 --- \$3,870.65

Young Eagle fund as of 1/31/2024 ----- \$2,061.30

Ray Scholarship funds --Gavin ----- \$476.00

Jackson ----- \$788.45

Chapter balance as of 12/31/2023 ----- \$7,196.40



EAA Chapter 902, meets on the 2nd Wednesday of each month at 7:00 PM. (6:30 For BBQ's)

Chapter Meeting: Next meeting on 4/10/2024 At 7pm

David McGraw is Chapter President and you can reach him at (503) 313-5142

Directions to Mulino airport:

From I-205 take exit onto Hwy 213 south-bound. Continue on Hwy 213 to the town of Mulino. The EAA Chapter Clubhouse is about 1/4 miles past the restaurant, on your right. **13801 S. Darnell Rd.**

Dues are Due

Remember that 2024 dues are due before March 31st so that we can have an up to date roster on our website. Please fill out your roster information and make sure it's legible.

Dues are \$35.00 for the year.

Mt. Hood Chapter 902 Experimental Aircraft Association
General Meeting Minutes February 14, 2024

President Dave McGraw called the meeting to order at 7PM. About 27 members and guests were present.

Joe Mulholland of the FAA presented Mike Harfst and Larry Stevens the Wright Brothers Master Pilot award for 50 years of safe flying. Congratulations from all of us!

Henry Pflegl held the lucky raffle ticket for half of the \$64 collected and donated it to the chapter fund.

Mike Harfst requested that photos be submitted to him or Cody for competitive judging.

All five Young Eagles events in 2024 will be held at Mulino. Dates are on page 16 of this Newsletter.

Our chapter was awarded a second Ray Scholarship - honoring the excellent results achieved by all involved in managing and working with the previous recipients.

A chapter fly-out will be held at Nehalem Bay on Saturday, June 29th. Plan to arrive in the morning, there will be a BBQ after lunch. An alternate location is TBD should weather be a factor.

We are planning a "Fun Fly" competition at Valley View on August 29th. Hot dogs and soda. Emphasis will be on knowledge of your airplane and flying it (aviator skills).

Three phases:

1. Time over target.
2. Airspeed control on final "over the numbers."
3. Spot landing.

The next Board Meeting is scheduled for 6 PM on March 13, 2024 in the Chapter Clubhouse NOTE: (NO BOARD MEETING IN APRIL) - pizza. The chapter meeting will begin at 7 PM as usual.



EAA VMC Club

Question of the Month

You are flying with a student, friend or relative and you mention that you have to input right rudder during takeoff and climb out so the aircraft flies straight ahead. They ask why? You reply it's because of the P_{factor} . They ask "What's that?" How would you explain it after the flight?



EAA Chapter 902 Photo Submissions



Mt Rainier, Mountain tour out of SEATAC, Jan 2016

Dave McGraw, All rights reserved



EAA Chapter 902 Photo Submissions



Reds Horse Ranch, Jim Ott, All rights reserved



EAA Chapter 902 Photo Submissions



Christavia Fuel Test, Philip Groelz, All rights reserved



EAA Chapter 902 Photo Submissions



A Fascination with Mt St Helens, in pictures Mike Harfst

Here is another picture of the month, a series this time. When I moved to Portland in May 1979, I did not know that Mt St Helens was one year away from a historical explosion. It stated to have ash explosions in early 1980, that were often obscured by the clouds. One evening in April 1980 with a clear sky, a friend and I flew up to Mt St Helens and took this picture. We were just exactly outside the red zone as required and I took this picture of the small crater on the top. Old film pictures just don't match the quality of new digital pictures.



EAA Chapter 902 Photo Submissions



Fast forward 25 years and this is what the volcano looked like on a windy day in the summer. The dust and ash blowing off the rim to the west is a clear and present danger to a plane.



Jump another decade and this is what the mountain looks like in the winter



EAA Chapter 902 Photo Submissions



Jump ahead one more decade, and this is what the mountain looks like in the summer of 2021. The summer smoke really impacts the quality of the pictures now.

Our president, Dave, asked that we members write short articles for our chapter newsletter. I think the goals were to increase participation and interest because the writer is someone you know. There's also the "hangar flying" aspect of passing on real world experience. He is aware that most of us are truly not authorities on the subjects we are writing about. My article is first so it may "set the tone" or it may provide an example of how future articles should NOT be done.

Short field takeoffs - the right way and "my way."

First "by the book" - which in this case is the Cherokee Warrior Information Manual. Set the flaps at 25 degrees (out of 40 - which is about 2/3 flap). Open the throttle holding the control yoke back. The propeller slipstream pushes the tail down and raises the nosewheel out of the "soft field" to reduce rolling friction. At that time about half of the flapped area of the wing is immersed in the slipstream and that reduces the load and friction on the main wheels. After just becoming airborne, remain close to the surface in "ground effect" which reduces the induced drag and allows the airplane to accelerate more quickly. If there is no concern about an obstacle at the end of the field hold this condition until you are at the best RATE of climb airspeed then raise the nose to climb attitude. After the climb is stabilized begin "milking off" the flaps.

If there is concern about an obstacle remain in ground effect only until you are at the best ANGLE of climb airspeed and transition to the climb attitude. After the obstacle is cleared then transition to the best RATE of climb airspeed and proceed as just described.

MY WAY? Those of us who have one of Van's airplanes with the little wheel in front are supposed to consider it to be taxi wheel so we always hold the stick back to keep it unloaded anyhow. I align the flaps with a fully deflected aileron, which is about the half flap position. When the nose comes up to the horizon, I just hold it there until there until I approach the "flap speed" and raise them. With the power to weight ratio of the Lyc powered RV's the transition through ground effect to best angle and rate of climb is a matter of seconds and clearing the "50 ft obstacle" isn't really an issue. Things happen quickly enough that one doesn't really have time to identify and stabilize the specific conditions and speeds anyhow.

This is my standard takeoff - whether the field is soft or not.

BUT I assure you that if I were in a Piper Warrior or Cessna 172 at a 50% greater gross weight and 20% less horsepower contemplating a soft field takeoff, I would not be nearly as cavalier. I would be at least on the verge of sweating a little, thinking about “where’s the go-no go point on the runway where I chop the power.” And then, “what do I do? Would I wait for better conditions, or get rid of some weight (passengers) - and then what?”

The basic moral of the story is “Fly the airplane you are in, not the one you want to be in.”

Or —

“The superior pilot is one who uses his superior judgment to avoid situations that would require the use of his superior skills and abilities.”

Philip

Soft field take off.

The practice of a soft field takeoff is to get your airplane off the ground as short as possible due to a soft surface (soggy grass, snow or mud). At this point in the discussion we are not worrying about runway length. If your plane is equipped with flaps you will want to use a lower amount than usual. You want to gain lift without adding a lot of drag. You can refer to your POH for the proper amount. If your plane is a nose gear type you will want to bring the yoke or stick all the way back, the object is to get the nose wheel out of the muck to reduce drag. Now you need to use a little finesse because you don't want to get the tail down and dragging. You just want the nose wheel up enough to get it free of drag. Once the main wheels have cleared the surface you can relax the back pressure to let the plane accelerate but do not let the plane settle back onto the surface. When you have gained adequate altitude you can clean up the plane for best climb out.

If you are flying a tail dragger (a real airplane) you will push the stick forward to free the tailwheel from the muck. Again you only want to get the tire free and not let the plane nose over. Once the mains have cleared the ground come back on the stick enough to gain angle of attack to gain altitude but not enough to let the plane settle back to earth. Again when you have adequate altitude from the ground you can clean the plane up for best climb. All of this can be largely avoided with two words. Bigger Tires!

Henry

Chapter 902 Future Events:

April 10: Ron Coleman Speaker

May 8: Jim Ott Speaker



YE Events (Mulino):

May 18

June 15

July 13

August 24

September 14

Fly/Camp Out:

Nehalem Bay– June 29-30

Oshkosh– July 22-28

Fun Fly Valley View– Aug 3



Chapter BBQ—May 8, 2024

6:30 pm

Monthly meeting to follow @

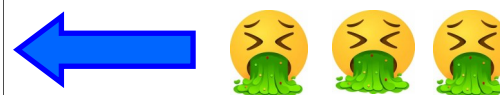
7:00 pm



Bottle Drop: The Good, The Bad and The Ugly

I just wanted to remind everyone about the Bottle Drop and how it helps the Chapter. This program has been a great success for us. The money it brings in is the reason our dues have not had to increase over the last several years. Please keep up the donations.

That being said, in the past, I have gotten a couple of, not so subtle, reminders that not all of our bags have the appropriate containers in them. Last month, I collected bags out of the garage and did open one that looked pretty nasty. There were a couple of moldy coffee cream containers and others (see picture) that did not belong in the blue bag.



So please watch what you put into the blue bags. Only Oregon bottles and cans that you paid a deposit on at the store. We don't want to lose this revenue.

Steve Miller

EAA National has suggested chapters sponsor a youth RC aircraft build and fly event to promote aviation in interested youth participants. Your member thoughts?

The Contents

- Custom Old School Model Works Fifty-Six model airplane kit
 - Motor/Servos/Speed Controller
 - Handheld Transceiver
 - All finishing components
 - Tools and consumables
- RealFlight RC Simulator
 - Software and Handheld
- Vapor Ready-to-Fly Airplane



EAA.org/YEBuildandFly

Chapter Flyouts.

Link at: <https://chapters.eaa.org/ea902/yearly-fly-outs>

Next Board of Directors Meeting

- The board will meet next on May 8, 5:30 pm

Next General Meeting Chapter 902

- **Wednesday April 10, 2024 7 pm**

