



Squawk 902



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Presidents Message
Chapter 902
01 Feb 2025

Greeting:

Another month gone by and I haven't been impeached yet. LOL. As I touched on in last month's message; I asked you to ask yourself why you joined Chapter 902? You have had a month to think about this. I spoke of our Young Eagles success, and Ray Scholars, Young Eagles events. We need members to step up and participate. I'm looking to establish a membership committee, a maintenance committee, a wellness committee, and an activities committee. This is our club to either succeed or fail. OK, enough preaching. We have a speaker for February. He is Kevin Krueger who will speak on restoring and flying Wally Olson's Waco UPF-7 and Cessna T-50 Bamboo Bomber. I remember both from my days at Evergreen airport. I'm bringing barbecue Meat balls (bar food?). We have bowls, plates, and utensils. Anyone can bring stuff to make it like a pot luck if they want to. [Hint, Hint.]

FOOD FOR THOUGHT:

Learning to be respectful and humble in the presence of something that could send you crashing into a smouldering hole is a learned attribute, and learning comes at the expense of ego and invincibility. For some personalities, that's a bitter pill to swallow.

NASA research found that the basic "pilot personality profile" is of an emotionally stable individual who is low in anxiety, vulnerability, anger, impulsiveness, and depression. This person also tends to be very conscientious, scoring high in deliberation, achievement-striving, competence, and dutifulness. They also tend to be trusting and straightforward. Finally, they are active individuals with a high level of assertiveness.

President Len F.

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January 2025

Chapter balance as of 12/31/2024 ---- \$14,971.03

General fund balance as of 12/31/2024----
\$12,006.73

Income -----Membership dues ----- \$455.00

50/50 raffle ----- \$33.00

Donations ----- \$39.00

Pop/coffee ----- \$3.00

Expenses --- Mulino Water ----- \$57.65

PGE ----- \$96.41

Replace kitchen faucet ----- \$89.00

General fund balance as of 01/31/2025-----
\$12,293.67

Young Eagles fund as of 01/31/2025 --- \$2,019.85

Ray Scholarship funds:

Gavin ----- \$156.00

Jackson ----- \$788.45

Kristen ----- \$0.00

Chapter balance as of 01/31/2025 --- \$15,257.97

Cover photo submitted by Daily.



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 02/12/2025 At 7pm,

Len fierling Chapter President and you can reach him at (503) 630-7547

Directions to Mulino airport:

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

Mount Hood Experimental Aviation Association Chapter 902

Meeting Notes

January 8, 2025

President Len Fierling called the meeting of Chapter 902 to order at 7:00 PM. Approximately 25 members and several guests were present. The meeting started with the Pledge of Allegiance to the Flag. Len then introduced the Board Members and Officers. Fly-outs: No fly-outs were conducted during December. Milestones: No milestones were reported. Raffle: Bob Asher won the 50/50 raffle and donated his half back to the club. Tech Tip: Pete Gauthier provided a tech tip on entering the pattern at different airports. He talked about teardrop entries at Twin Oaks. The procedure is to cross the airport 500 feet above pattern altitude, go out about 2 ½ miles and then turn right to enter a left downwind for runway 20. He advised that it cannot be done at Lenhardts unless you are talking to Aurora Control Tower as the procedure would violate Aurora's airspace. Straight-ins entries are discouraged by the FAA, but they are not illegal. There is no priority for lower traffic. Pilots need to plan ahead and blend in with the traffic.

Young Eagles: Young Eagles events have been scheduled for 2025.

- May 17, 2025
- June 14, 2025
- July 12, 2025
- August 16, 2025
- September 20, 2025

Speaker: Kyle George from Dynon and Advanced Flight Systems was the guest speaker. He has worked for the company for several years starting in certified aircraft and then moving to experimental about three years ago. He provided an interesting presentation along with a live display of a panel. Several of their products were active on the panel so that members could check them out. The company engineers and assembles wiring harnesses and panels for customers. They also offer individual components so that customers can gradually build their own panels.

There are two platforms although the same hardware – an Advanced Flight Control module – is used for both Dynon and Advanced Flight Systems panels. There is a YouTube channel that shows how it is used.

VMC: – The question of the month was “Can you legally fly an aircraft with the turn coordinator inoperative?” After much discussion, the answer was “yes” provided it is posted “inoperative” and deactivated.

Other Events: Len talked briefly about the Wright Brothers Master Pilot Award in the USA. He said there are about 700,000 pilots in the USA and only about 7200 are Master Pilots.

Website: No updates on the website.

Adjournment: Meeting was adjourned about 8:35 PM.

Next Meetings: Board meeting will be next Wednesday, January 15, 2025, 6:30 PM at Legends Café at the Arrowhead Golf Course.

Next regular club meeting will be Wednesday, February 12, 2025, 7:00 PM at the clubhouse.

Mount Hood Experimental Aviation Association Chapter 902

Board Meeting Minutes

January 15, 2025

President Len Fierling called the Board Meeting to order around 6:40 PM. Nine members were present. The meeting was held at the Legends Café with members ordering from the menu.

Minutes: The minutes from the January Club meeting were reviewed. One edit was made to a name incorrectly spelled. Cody Watkins made a motion to approve the minutes as corrected. Bob Armstrong seconded the motion. A vote was called and the motion carried. Minutes were approved.

Treasurer's Report: Steve Miller presented the treasures report. As of December 31, 2024, the treasurer's report showed a total of \$14,931.03. The Young Eagles fund is \$2,019.35 and the Ray Scholarship funds are \$944.45. The General Fund has about \$12,479.08. Bottle Drop has \$321.00. As of January 15, 2025, Chapter 902 has \$15,443.38 total funds.

Peter Gauthier moved to accept the Treasurer's report. Mike H seconded the motion. A vote was called and the motion carried. The Treasurer's report was approved.

Ray Scholarship: Steve Miller reported that he has completed the application for the Ray Scholarship for this year. The Chapter will know in February if the scholarship will be awarded to 902 again.

Kristen has used all of her Ray Scholarship funds and is currently in a Delta Airlines training program in Florida.

It is recommended in the future that the Chapter will try to obtain Ray Scholarship applicants from the Young Eagles flown by the Chapter members. Mike H suggested that we provide an information sheet to Young Eagles when they get their flights so that they will become aware of the opportunity and apply when it is available. Cody will look at the EAA National website to see what informational flyers are available for the Ray Program.

New Business: Estacada Valley View Airport has been changed to a private use airport. It is unclear what that means for the future events that the Chapter used to hold there such as the fun/fly.

It was suggested that the winner of the 50/50 raffle be the ticket seller for the next month.

Cody W asked if we had revised the By-Laws since 1988 as that was the only document he could find. Steve M and Pete G were quite sure that the By-Laws had been revised when the Club applied for 501(c)3 status in order to meet those requirements. Steve M will follow up to see what he has in his records and provide a copy of the revised document to the Board.

Mike H stated that Club needs new members especially some younger members. He discussed having various types of membership such as Associate membership or youth memberships. Steve M will check with EAA National to see what types of membership are already available.

Bob Armstrong said that people join organizations and participate when they come to events and have fun or find the group interesting.

Cody suggested that we consider having a fly-in with hot dogs or burgers for participants to encourage new members. However, if we are doing a food fund-raiser we need to check with the County, get a permit from the health department, and have people working it that have food handler cards. This is something we might want to pursue after further clarification on how big an event, what kind of advertising is needed and what the Chapter is trying to accomplish with the event.

Christine suggested that we have special speakers and invite the local pilots when the club is having barbecues as people like food and entertainment.

It was suggested that we put flyers at local airports inviting people to come to EAA meetings. Members could take the flyers around when they are visiting various airports.

Steve M will follow up and see if we can get a list of local pilots from EAA National.

Christine reported that she was contacted by Debbie Origer at Chapter 292 from Independence asking if our chapter would sponsor a Young Eagles event at the Albany Art and Air Festival again. After much discussion it was agreed that pilots from our group would be happy to participate but that we did not want to sponsor it. Christine will follow up with Debbie on this topic.

There was discussion on planning monthly fly-outs and posting those so that members know when and where in advance.

Discussion on starting a building maintenance committee was held with Larry S volunteering to assist.

Builders' Group: New member, Bryan Stearns, who is building an RV12IS would like to have a builders' group meeting at his hangar at Lenhardt Airport on Saturday, February 15, 2025, at 10 AM to share his project with the group.

Speaker: The chapter will follow up with the man who bought and rebuilt Wally Oleson's Waco. He provided an interesting presentation at NWAAC a couple of months ago. If he isn't available, Larry S will provide a presentation on his life in aviation.

Tech Tip: Pete Gauthier will provide a tech tip for the month.

Old Business: Mike Harfst brought a spreadsheet with the Chapter roster on it. He passed it around for Board members to review and make edits. He said he will maintain it for a year.

Next Meeting: Wednesday, February 12, 2025, 7:00 PM, is the next regular meeting at the clubhouse.

Adjournment: Bob A moved the meeting be adjourned. Steve M seconded the motion. Motion carried and the meeting was adjourned at 8:15 PM.

Our Ray Scholar
Kristen's Progress Continued
By Steve Miller

More excerpts from Kristen's Note to me about her progress at Skyborne Academy in Florida.

"Last month I made good progress and finally was able to do my first solo [with them (ed.)] in the Warrior. Started off with just one lap in the pattern here at KVRB, and then got to come back and do Skyborne's "solo splash" where I got a bucket of cold water dumped on me as a congrats. I am having a ton of fun with my training here and I am looking forward to my upcoming night, cross country, and solo cross country flights in the next few weeks."



Dues are Due

Remember that 2025 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. Roster forms are available on our new website, chapters.eaa.org/ea902, or we will have blank forms at the chapter meetings.

Dues are \$35.00 for the year.

Please make out checks to: Mt Hood Chapter 902



EAA Chapter 902 Photo Photo of the Month



2025 EAA 902 February Picture of the Month contest

Mike Harfst

During 2024, as the year went on, we saw more pictures submitted for the monthly newsletter. During 2025 I will continue to prime the pump, so to speak, with a monthly submission to remind everyone to submit some pictures themselves.

In 2024 I sent in a lot of pictures that were taken from an airplane. When we travel, I like to take a lot of aviation related pictures as well as when we travel in our own airplane to visit or camp out. Given that I'll submit something this month along that line.

Last year we flew into a small backcountry strip in a C172 to go hiking for the day. This was way out in the middle of the Australian desert. I took a picture of the terminal area to show people how there are some sparse accommodations in the backcountry. I particularly enjoyed the irony of the sign showing that this was the **"ARRIVALS and DEPARTURES"** area. In another spot there was a restroom sign with an arrow pointing to the trees near the airstrip. Always travel prepared with your own amenities.



I wanted to update the lighting package for my RV9A. As with technology related to many light aircraft components, there has been advancements in lighting. I choose the Flyleds line of products to improve visibility, reliability and electrical load. I also had fun building the kit! I purchased “The Works” package that included strobe, landing and position lighting. I added a tail light strobe and position light along with an additional module to make my landing lights operate in wig-wag mode. The kit comes complete with some additional leds in case of accidents during assembly. I wanted to use my existing wiring so I also purchased the upgrade that provided that functionality, keeping the same connections as for a Whelan power supply. I removed my wingtips and moved them to my home work area. There I removed the old strobe tubes, halogen landing light and position lighting. Being an unexperienced person at soldering PCB components, even I found the kit easy to put together. I had to alter the wingtip for mounting. The picture here shows the markup prior to cutting. A template is available to help layout the areas to be removed.



The PCB boards provided are slightly oversized and need to be trimmed to fit. I followed advice of prior kit builders and used my 3M scotch brite wheel on the bench grinder. Once done, I was able to test fit as shown in the next picture. Best to do this prior to soldering the components to the wingtip boards.

The next picture shows the completed wing tips. There is an additional part of the kit that needs to be assembled. The controller board



The controller board just happened to have the same mounting footprint as my old power supply. I 3D printed a base mounting tray and a cover for the electronics.





EAA VMC Club

Question of the Month

This Month's Question and Answer:

Question: You're on a VFR cross country flight in your VFR-equipped 1977 Cessna 172, flying by pilotage at about 3,000 AGL, on your way home with a friend. You're returning later than planned, and your friend asks if he can use his cell phone to call his wife to say he'll be late. Since you're flying VFR and not even using any onboard electronic navigation, is it legally permissible to let your friend make the call?

Bogardus Award

George Bogardus had many interests. Among numerous hobbies, he dabbled in printing presses, amateur radio, and trap shooting, but his interest in amateur aircraft led him to make history. Between 1927 and World War II, amateurs who wanted to design and build their own aircraft could do so only if they complied with federal laws requiring the compilation of detailed engineering data and expensive stress analysis. The government also often required a duplicate aircraft that could be tested to destruction, in order to validate the stress analysis. For a time, some amateurs flew under the protection of several legal loopholes in the regulations but the individual states soon began passing laws to close them.

The legal trend against amateur aviation continued after World War II until George Bogardus flew the Little Gee Bee from Oregon to Washington, D. C., in 1947, 1949, and 1951. These flights helped to convince officials in the Civil Aeronautics Administration and the Civil Aeronautics Board that amateurs could design and build light aircraft that were safe, reliable, and capable of practical cross-country flights. The CAA enacted legislation in 1952 that for the first time sanctioned the registration and operation of amateur-built aircraft. Later that year, Paul Poberezny founded the first chapter of the Experimental Aircraft Association. In 2006, EAA could boast 170,000 members worldwide, and 15% of the U. S. General Aviation fleet of single-engine aircraft powered by piston engines was registered in the amateur-built experimental category.

With financial support from Lee Eyerly of Salem, Oregon, Tom Story of Portland had designed and built an aircraft in 1938 patterned on Leslie Long's Low Wing Longster. Story's airplane acquired the nickname Wimpy but when George Bogardus acquired it after the war, he renamed it Little Gee Bee. The Experimental Aircraft Association, Inc., Portland Chapter 105, began restoring the airplane about January 2005. In November 2006, they delivered the restored aircraft to the Smithsonian National Air and Space Museum.

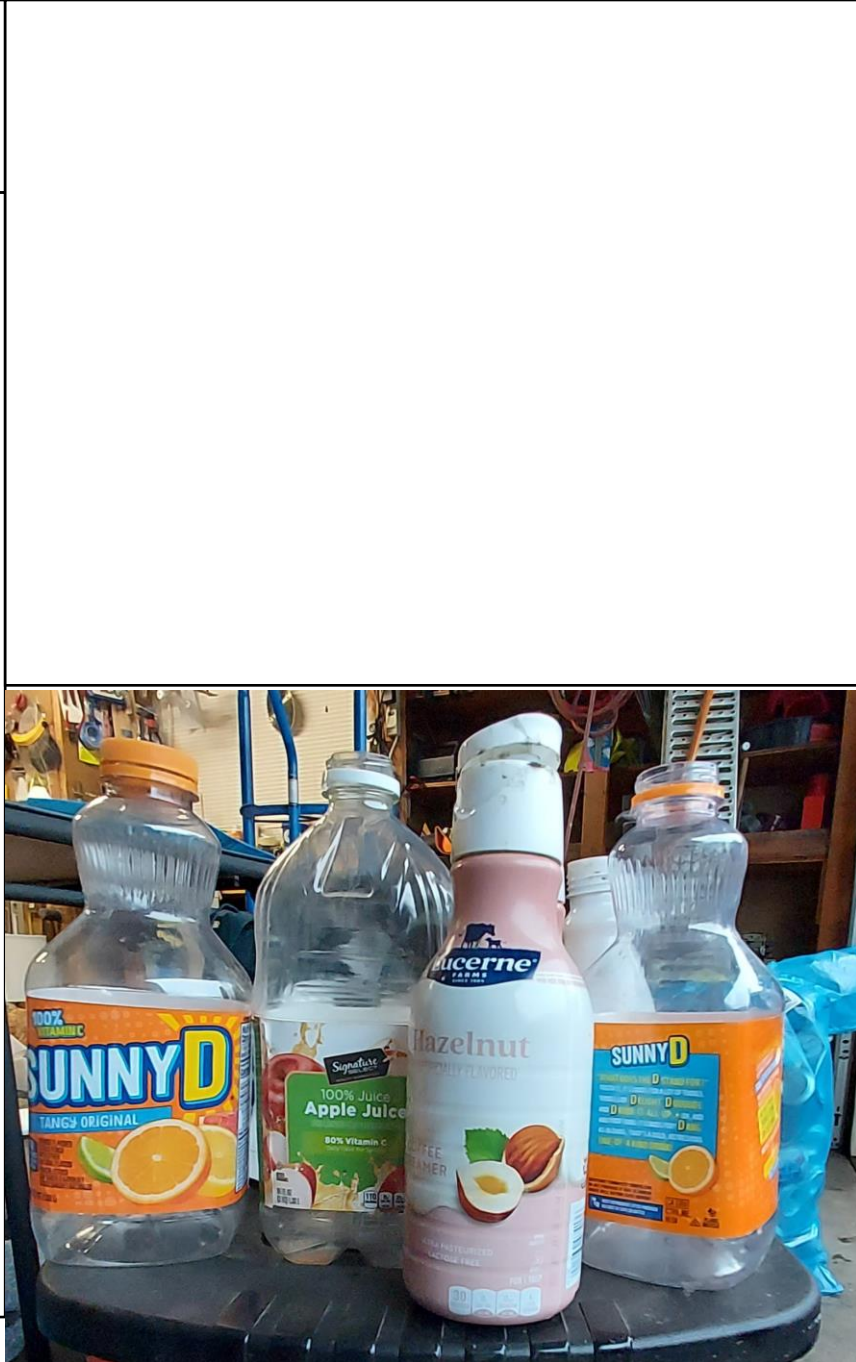


Mt. Hood Chapter 902 Experimental Aircraft Association

Chapter 902 Future Events:

YE Events (Mulino):

Fly/Camp Out:



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. 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

<p>Chapter Flyouts. Link at. https://chapters.eaa.org/ea902/yearly-fly-outs</p> <p>Next Board of Directors Meeting • Jan,19,2025 7:00pm (dinner at 630pm)</p>	<p>Next General Meeting Chapter 902 • Wednesday, 12th, 2025 7:00pm</p> 
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