



# Squawk 902



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**President's Message**  
**EAA 902**  
**January 2023**

Happy New Year to you all! I hope you and your family had wonderful holidays. Christine and I had a good year and are looking forward to 2023 as another wonderful year.

I want to give a special thank you to Pete Gauthier, our past president, for his service to this club. We had a number of great presentations from guest speakers. I hope that I can lead and motivate this fine club as well as Pete did.

I want to challenge each club member to bring a fellow pilot or aircraft builder to the club meetings so we can continue to grow this club. It is the club members that help with keeping the club going, not just the leaders of the club. Our club membership numbers are down and we need to make sure EAA Chapter 902 continues. I am always looking for new ideas, so please let me know your thoughts and ideas on making this club stronger.

As president, I will be calling on members during the year to do a short presentation on themselves and how they got into flying and or building aircraft. Each of us has great stories and I want to hear them all. I am sure the other members would also be interested. We have some great members that do tech tips on building and maintaining our aircraft, but I know that there are other members in the club that have some great experiences, so please be willing to share those experiences.

As many of you know, I am the maintenance officer for Aerodynamics Flying Club and currently I am changing out a runout engine in the club's Piper Archer. Some of the club members and I do the wrench turning and my good friend and A & P/IA mechanic, Tim Mix, is overseeing the work. As many of you know, this is a lot of work and it takes time to make this come together to make the aircraft fly again.

The other part of maintenance is the availability of new parts. I ordered this factory remanufactured engine from Lycoming almost 10 months ago plus some new hardware items months ago just to be able to complete an engine replacement in the club Archer. Pricing has gone nuts for certified aircraft parts along with the delivery time. So if you are looking to replace aircraft parts or buy new ones, you need to plan way in advance for the future. Even the aircraft salvage companies are having problems getting used certified parts.

This last year has been really hard on older certified aircraft with the terrible weather across the US. A number of aircraft got destroyed while the number of pilots has been slowly increasing, which is good, but that creates a shortage of aircraft and parts. So, builders, we need to build more flying aircraft for the flying population.

On a sad note, I am helping Gwen Lewis, Bob Lewis's widow, to sell Bob's RV 9A as soon as possible. So if anyone hears of someone that is looking for a great flying RV, please let them know to call me.

Thanks and hope to see you all at the next meeting on January 11, 2023. Larry Stevens

## EAA Chapter 902

Web Site: <https://chapters.eaa.org/ea902>

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## Show me the Money

### Nov/Dec 2022

Chapter Balance as of 10/31/2022 ----- \$6,050.10

General Fund Balance as of 10/31/2022 ----- \$937.01

Income                      Coffee/pop ----- \$16.00

50-50 Raffle----- \$58.00

Expenses                      PGE----- \$83.16

Mulino Water ----- \$53.75

Chapter renewal and Insurance----- \$583.00

General Fund Balance as of 12/31/2022----- \$291.10

Young Eagle's bal. as of 10/31/2022----- 5,113.09

Expenses----- Luke's flight expenses--- \$844.00

Gavins's flight expenses--- \$80.00

Sten's flight expenses----- \$211.70

Devin's flight expenses----- 52.50

Projector----- \$ 199.99

Photo cartridge for YE ----- \$40.99

Postage----- \$33.55

Young Eagle's bal. as of 12/31/2022 ----- \$3,650.36

Chapter balance as of 12/31/2022 ----- \$3,941.46



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

Larry Stevens is Chapter President and you can reach him at (503) 632-1944.

### 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 you right. 13801 S. Darnell Rd.

**Chapter Meeting: Next meeting on the 11th At 7pm**



**Cover:** Ford Tri Motor, WAAAM, submitted by Daily Holman. Pg.6



Mt. Hood Chapter 902 Experimental Aircraft  
Association

**General Meeting November 9, 2022**

Presiding - Pete Gauthier, President opened the  
meeting at 7:00

Pete introduced the Officers and Members of the  
Board.

Attendance approximately 20

Guests:

Elections:

. Doug Snader reported that Larry Stevens had  
agreed to be nominated for President and Steve  
Miller agreed to continue as Treasurer. At the  
meeting, Dave McGraw agreed to serve as Vice  
President and Pete persuaded Philip Groelz to  
serve as Secretary. Since there were no opposing  
candidates, President Pete asked if anyone object-  
ed to accepting the slate as listed. No one object-  
ed.

. Officers: Larry Stevens President  
Dave McGraw Vice President  
Philip Groelz Secretary  
Treasurer Steve Miller

. Board Members: Bob Armstrong  
Scott Crockard  
Len Fierling  
Wendell James  
Pete Gauthier

Christmas Party

. Christmas Party will be December 3, Social hour

starts at 5:00 and plan to eat at 6:00

. Henry will call to get a head count and to deter-  
mine who will volunteer to provide which food  
items.

Young Eagles

Dan Forney organized a Young Eagles flyout Sat-  
urday, November 10

Program

Henry Pflagl shared pictures he had taken at the  
Reno Air Races and narrated his experiences

Mt. Hood Chapter 902 Experimental Aircraft  
Association

Board Meeting December 14th

**No Board meeting**



At the last EAA meeting due to a great weather prediction for Saturday the 12th, a fly-out was proposed to the WAAM museum in Hood River. Saturday's weather was not a disappointment, being clear and calm.

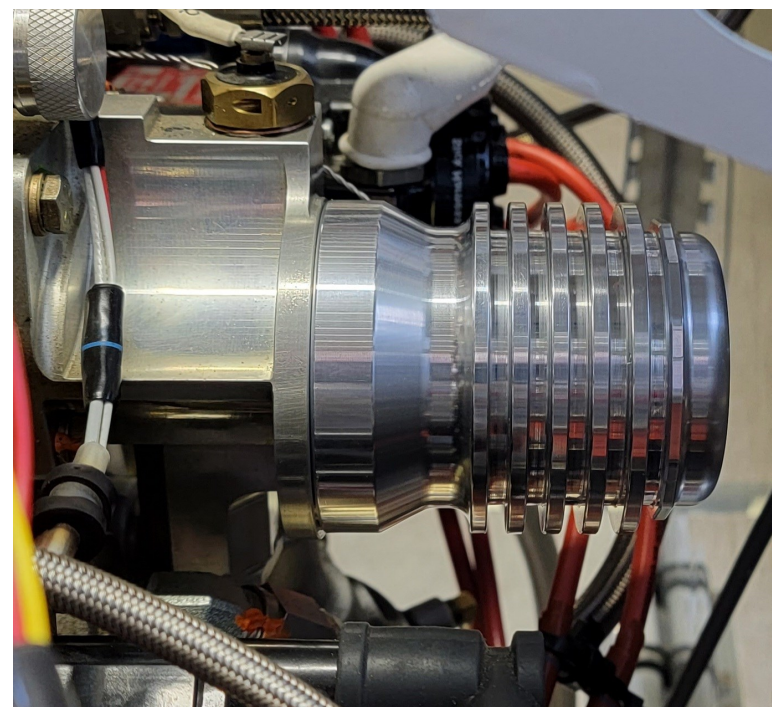
I met up with Pete G. while fueling at Lenhart's so I knew I would not be the only one going. Pete took off ahead of me by about 20 minutes and I caught up with him before Mitchel Point. We both landed on the grass between Rw25 and the taxiway. Len F flew his yellow spam can with Cody W as his copilot, and was waiting in the transient parking.

Touring the WAAM is always a treat seeing all the vintage aircraft, cars, and many other oddities and collectables many of us remember from days past. Len had not been to WAAM before so, you could say he is no longer a "virgin". I got a special treat of being offered a ride in the museum's 1930 chevrolet 4dr. Lots of legroom in the back, even for my long legs.

Afterwards all 4 of us walked to Twin Peaks burger joint on the west end of Rw7 for lunch. Good food and good company is always a good combination. Then, time to head home. I had not seen any other air traffic on the way to Hood River, but the return trip was filled with lots of radio traffic and plane spotting in the Gorge, When getting close to home, I heard Henry and Bob on the radio and spotted them circling a friend's private strip.



Solving an aircraft oil filter shortage problem in 2022 Scott Crockard We experimental aircraft builders & owners are creatures of habit concerning our airplanes. We generally do not change a known system unless we are forced into a change. This is the case with the ongoing shortage of aircraft grade oil filters. Champion and Tempest are pretty much unavailable right now and have been for a better part of this year. With this problem in mind, I noticed that Aircraft Spruce was advertising a reusable oil filter made by Challenger. There are FAA-PMA'd versions available for a number of aircraft engines. Due to the paper filter shortage, the Challenger filters have suddenly become very popular so the certified filters are running six to eight weeks back-ordered at Aircraft Spruce; however, other Challenger distributors seem to have a stock on hand. You have to search the Challenger website (<https://www.challengeraviation.com/collections/oil-filters>) for the distributors of the certified filters. There are also non-certified or 'car' versions of the filter available. The non-certified filters are missing the 1-inch hex nut and the pre-drilled safety wire holes. They are also more than \$100 less per filter. This is the option I took ordering a 'car' version from K&P Engineering the parent company who makes the filters (<https://kandpengineering.com/products>). Incidentally, the K&P website has links back to Challenger Aviation. For my experimental IO-320 engine, I purchased an S15 oil filter with a 3/4-inch female thread and the C3 housing with a standard machine finish plus a few extra o-rings QR2 for a \$197.00. My paper filters were Champion CH48108-1 which cost \$41.95 – \$47.60 each. This means I will re-coop this investment in about five oil changes. I had to drill my own safety wire holes into the fins of the filter. I also now use the metal wrench cap to torque the filter to my final torque which is just about identical to the Champion torque value. Cleaning and inspection is done with a coffee filter and washing with a solvent from inside to the outside of the stainless steel mesh screen. This should be a welcome relief as compared to the paper filters inspection. I don't have a lot of hours on this new filter yet but so far I'm happy with this solution



## Chapter / Fly-In 2022 Calendar

- 1<sup>st</sup> Saturday of the month EAA Chapter 105 has a breakfast at Starks Twin Oaks Airport (7S3) [www.eaa105.org](http://www.eaa105.org)
- 2<sup>nd</sup> Saturday of each month the WAAM has a fly-in at Hood River-  
[www.waamuseum.org](http://www.waamuseum.org)
- 3<sup>rd</sup> Saturday of the month EAA Chapter 31 has a breakfast at Creswell Hobby Airport (77S) [www.eaa31.org](http://www.eaa31.org)
- Every Saturday, stop in for a barbecue lunch from noon – 1 p.m. at Newport Municipal Airport, (ONP). Airport manager: (541) 867-7422



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### Next General Meeting Chapter 902

- **Wednesday January 11th, 2023 7pm**



### Next Board of Directors Meeting

- The board will meet next on January 18th, 2023 7pm