



# Squawk 902



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President's Message  
EAA 902

February 2024

Hello Chapter members of EAA 902. Nineteen members attended our first chapter meeting of 2024 on January 10<sup>th</sup>. At that meeting everyone was requested to list what they felt should be points of focus during the coming year. Participation in that feedback was a bit lukewarm, but below is the feedback received:

- Address emergencies or “close shaves”; how the situation developed; lessons learned
- More fly outs/camp outs: **5 members**
- More builders group gatherings or presentations
- Tech tips
- Weekend breakfasts

The following week the chapter board discussed ways to accomplish many of the suggestions. The first bullet item will be accomplished with our participation in EAA National's VMC Club discussions. Time permitting we will publish the Question of the Month provided by National in this newsletter for a brief discussion at our meetings. Additionally, we will view and conduct an open discussion of monthly VMC Video Scenarios suggested by National. As I have reviewed the library of these videos on the EAA website it speaks well to considering lessons learned from “close shaves” and/or emergencies of these real world flight events.

Tech tips will continue to be part of our meeting agendas and we will refocus our efforts to provide information that is useful to experimental pilots and the types of flying we perform. Individual members will be encouraged to participate in tech tips topics as they feel comfortable to do so.

Five members listed fly outs/camp outs as something they would like to see more of. This can be challenging as the weather often dictates the successful completion of a scheduled event. Several points were raised at the board meeting. First, it seems that the same (small) handful of pilots are the only participants. Second, fly outs are often organized by phone in short order when the weather breaks and “Saturday” looks like a good day to go to the coast, Albany or other locations. And third, there may be reluctance for RV or similar owners to land on gravel or grass strips. Three events are currently scheduled in our efforts to facilitate chapter cohesion, enjoyment and camaraderie:

Nehalem Bay Fly Out/Campout on June 29, 2024; BBQ; overnight stay as desired

Chapman Farms Fly Out in late summer; TBD; Halloween?

EAA 902's Fun Fly on August 3, 2024 at Valley View Airport; spot landing, TOT & airspeed control competitions; hot dogs/soda to follow

Karpens Airport Fly Out; not scheduled; considered

Copalis State beach Fly out; not scheduled; considered

Young Eagles target dates:

- \* May 18, Mulino
- \* June 15, Mulino

- \* July 13, Mulino
- \* August 24, Mulino
- \* September 14, Mulino

With few members actually building an aircraft it will be difficult to schedule group gatherings. Perhaps we can incorporate builder maintenance items and tricks of the trade techniques that will be beneficial. Your officers are open to suggestions.

As the weather improves I will suggest we try some impromptu breakfast fly outs at monthly meetings. I can organize the “when” and “where”, but membership will have to provide the participation.

The guest speaker at our February meeting will be Dustin Heaton. Currently a captain based in Anchorage with Alaska Airlines. He will be speaking on how he found his Carbon Cub in Texas and the adventure of flying it from there to Alaska. Should be some great photos of that effort. A picture of his Cub is featured in the newsletter header.

I look forward to seeing everyone on Valentine’s Day, Feb 14, 2024, 7:00 pm, at the clubhouse. Remember, if it comes down to dinner with your wife and a Chapter meeting...well, you just buy her dinner at the Taco Bell drive through and come to the meeting!

Dave

## EAA Chapter 902

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## Show me the Money

January 2024

Chapter balance as of 12/31/2023 ----- \$6,600.99

General fund balance as of 12/31/2023 ---- \$3,345.99

Income ---- 50/50 Raffle ----- \$69.00

Membership ----- \$350.00

Fred Meyer Rewards ----- \$8.29

Coffee/Pop ----- \$10.00

Expenses --- PGE----- \$75.28

Mulino Water ----- \$56.65

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

Young Eagle fund as of 10/31/2023 ----- \$1,617.30

Income: YE credit reimbursement — — — \$444.00

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

Jackson ----- \$1,161.70

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



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

**Dave 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 you right. 13801 S. Darnell Rd.

**Chapter Meeting: Next meeting on March 13, 2024 @ 7pm**

## 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.

Make out checks to: Mt Hood Chapter 902

**Cover: Photo**

## Homemade Comm Antenna

When I first got my Champ it had an Icom handheld radio connected to an onboard antenna. I thought “this is great” but I soon realized I couldn’t communicate with other airplanes or ATC more than 7 miles away (I might as well have stuck to the rubber Ducky). I was having difficulty understanding and being understood. The antenna was mounted on the wing root cover and was angled forward when the plane was on the ground which pointed it even more forward in flying attitude. After reading Bob Nuckolls’ “The AeroElectric Connection” chapter on antennas it was clear that I needed to improve the antenna. Mr. Nuckolls says, following guidelines set out in Chapter 13, a shop build antenna can be just as, or more, effective as many commercially available antennas. I decided that a resonant ground plane antenna with 6 radials was a good starting point for my tube and fabric airplane. I checked my existing antenna, and it was 18” long. I couldn’t recall how long it was supposed to be, but I knew it should be much longer than 18”. A quarter wavelength antenna for 121.5 MHz, which is the mid frequency of the Aviation band, 108 MHz to 135 MHz, is  $(\text{Speed of light} / \text{Number of Cycles}) / 4$ . Imperial units; speed of Light = 186,282 mi per sec, . metric units; speed of light =  $2.998 \times 10^8 \text{ m/sec}$ , (24.28”). In figure 13-8 of his book Mr. Nuckolls implies that 22” is the proper length for a comm antenna. For the prototype I used 24 1/4” and it worked great I had an old CB antenna of the same diameter, so I cut it down and replaced the mast. For the prototype I made a small aluminum base plate with connection points for six radials. The radials were adhesive backed copper foil strips but they kept tearing at the transition from faring to fabric so I settled on #20 wire held in place with masking tape. The radials need to be the same length as the antenna. The length is most important, bending to fit the airframe is allowed. Encouraged by the results I made a new base plate out of brass with 12 radials and isolated it from any metal on the plane which is supposed to help lessen the risk of noise from stray currents entering the antenna system. To this day, because I have not come up with a reasonable alternative, the radials are held in place with colored duct tape that I check on every preflight. When the antenna was completed, I made a fiberglass cover to protect the radial terminals and improve the looks (there are two of those randomly distributed around the valley). On my project plane the antenna will be in the center of the fuselage and the ground plane will be inside the fabric envelope. I have been told that my transmissions are clear, and I often hear traffic at Camus, Day Break, Lenhardt as I’m climbing out at Pacific City and Jumpers at Toledo WA. One day several of us left Twin Oaks headed for Bend and while I was crossing over Hwy 22 near Marion Forks, I was talking to a pilot overflying Aurora. Not bad for a handheld. Homemade can be as elegant as factory made, try building your own antenna. And let me know if you think I can help.



Pete Gauthier



## The WASPs

IN CONTRAST TO WORLD WAR I, THE 99's MADE CERTAIN THAT WOMEN WERE GIVEN A RESPONSIBLE ROLE TO PLAY IN WORLD WAR II. THEY FLEW AND TAUGHT IN THE CIVIL AIR PATROL JACQUELINE COCHRAN TOOK A GROUP , "PILOTS TO BRITAIN", OVERSEAS TO FERRY BRITISH AIRCRAFT, AND THE 99's WERE INSTRUMENTAL IN ORGANIZING THE WOMEN'S AUXILIARY FERRYING SQUADRON, HEADED BY NANCY LOVE. IN 1942, THE FIRST WOMEN'S AIR FORCE SERVICE PILOTS CLASS WAS IN OPERATION UNDER JACQUELINE COCHRAN, WHO HAD RETURNED FROM ENGLAND. THE NAME WASP's WAS DERIVED FROM THE INITIALS OF THE NAME OF THIS GROUP. THE GIRLS FLEW ALL TYPES OF WARPLANES— — TRAINERS, FIGHTERS, BOMBERS, PERFORMING SUCH CRITICAL DUTIES AS FERRYING PLANES, CARRYING CARGO, TOWING TARGETS, TRAINING STUDENTS, FLYING PHOTOGRAPHIC MISSIONS AND TESTING AIRCRAFT. NO JOB WAS TOO DIFFICULT, IF BY PERFORMING IT THEY COULD RELEASE A MALE PILOT FOR COMBAT DUTY. WITH THEIR NATURAL ABILITY AS TEACHERS, THEY INSTRUCTED IN THE GROUND TRAINING PROGRAMS, THROUGH PRIMARY, ADVANCED, INSTRUMENT AND CROSS—COUNTRY FLYING. WASP ANN BUAMGARTNER CARL BECAME THE FIRST AMERICAN WOMAN PILOT TO FLY A JET, WHEN SHE RECORDED A TEST HOP IN THE EXPERIMENTAL YP-59 IN 1944. THEIR ACTIVITIES SET A NEW SAFETY RECORD IN MILITARY AVIATION, SURPASSING THAT OF THE MEN. TRULY THEIRS WAS A GREAT CONTRIBUTION TO THE WAR EFFORT, AND WHEN THE WASP's WERE DISBANDED IN DECEMBER 1944, THEY LEFT BEHIND A PROUD RECORD OF ACCOMPLISHMENT FOR WOMEN.

NEXT : AVIATION's FIRST LADY

SUBMITTED BY DOWN WIND LENNY

## Newsletter Picture of the month and Picture of the year contest

Chapter 902 is kicking off a contest to see the best pictures the chapter members take this year, or have accumulated already. The monthly newsletter normally has a picture someone submits as the cover photo. Occasionally there's no submission for the month, an older picture is reused or the chapter logo goes in. With all the camera/phones, digital cameras, externally mounted cameras, GoPro's, drones, etc., we collectively must have a real trove of digital pictures we all could contribute.

I know I have a whole file full of pictures that I've taken flying around.

So, pull out some pictures that are recent or even older ones.

Since the newsletter is completely digital now, we can get plenty of pictures into the newsletter.

### Rules:

Generally, aviation oriented, fly-ins, drone shots, air to air, aerial, ground shots, external cameras, snapshots, etc.

Digital pictures only, old film pictures can be scanned to a jpg file.

Add a sentence or two to explain the picture. A full paragraph or more if you want.

We'll put all the pictures in the newsletter that are submitted each month.

Pictures from March 2024 to November 2024 will be in the contest, with an award at the December 2024 banquet.

Now let's get those new, or old, digital pics out and get them into the newsletter.

Send the pictures and a note to me (Mike Harfst, email is [mdharfst@gmail.com](mailto:mdharfst@gmail.com)) or the newsletter editor (Cody Watkins, email is [codywatkins93@gmail.com](mailto:codywatkins93@gmail.com)).

Mike Harfst



Submitted by Mike Harfst, February 2024, Downtown Portland, OR (all rights reserved)



## Board Meeting Minutes January 24 , 2024

The board meeting was held at the Arrowhead restaurant. President Dave McGraw called the meeting to order at 6:42 PM. Eleven attendees were present.

Minutes: The minutes from the November and December General and Board Meetings did not make it into the newsletter and were distributed at the meeting. They were accepted as presented.

Treasurer's Report: Steve Miller presented his treasurer's report for January 24 which showed a general fund balance of \$3,608.06 and a Chapter balance of \$6,863.06 (to be itemized separately in the newsletter) Len Fierling moved to accept the report and was seconded by Bob Armstrong. A vote was called and the report was approved.

President Dave McGraw requested a report comparing this year with previous. Steve will provide it later.

Fred Meyers has a rewards program which has minimal participation from chapter members but doesn't cost them anything. This will be brought up at future chapter meetings to encourage more members to join.

February 14 meeting agenda:

Guest Speaker: Dustin Heaton

Tech Tip: Len Fierling

Cody Watkins reported that the new printer and two new cameras for the Young Eagles have been received.

Christine Stevens has submitted the Young Eagles Renewal forms and is registered for the Young Eagles Coordinator Onboarding Webinar scheduled Jan 31, 7-8:30 CST.

Steve Miller has submitted the information required for Chapter Recognition.

Steve has completed the Chapter Renewal/Insurance update.

The EAA 902 website needs updating. Pete Gauthier commented that bad data is worse than no data, and recommended a 2nd administrator.

Next board meeting location. Future Board meetings will be held every two months, in the Chapter Clubhouse at 6 PM. Next meeting: March 13.

The meeting was adjourned at 7:41 PM.

#### Chapter Flyouts.

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

#### Next Board of Directors Meeting

- The board will meet next on March 13, 2024; 6 pm

#### Next General Meeting Chapter 902

- **Wednesday March 13, 2024**

