



Squawk 902



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What's Inside:

Show me the Money	2	Ray Aviation Update/Check in	5
Low & Slow /YE Update	3	Thoughts On Maintenance	6
Meeting Minutes/Loss Flight Control Practice ..	4	Powder Coating After Report/For Sale	7
		Calendar of Events	8



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Show me the Money

November 2021

Chapter Balance as of 10/31/2021 -----
12,400.63

General Fund Balance as of 10/31/2021 -----	694.14
Income	Coffee/Pop ----- 5.00
	Bottle Return ----- 500.00
Expenses	PGE ----- 30.74
	Mulino Water ----- 51.26
	Chapter Renewal & Insurance ----- 583.00

General Fund

Balance as of 11/30/2021 -----	534.14
Young Eagles Balance as of 10/31/2021 -----	11,706.49
Income	----- 0.00
Expenses	Gavin's flights ----- 333.50
	Luke's Flights ----- 604.50

Young Eagles

Balance as of 11/30/2021 ----- 10,768.49

Chapter

Balance as of 11/30/2021 ----- 11,302.63



Next Meeting

**WEDNESDAY, January 12th @
7:00pm**

EAA Chapter 902, meets on the 2nd Wednesday of each month at 7:00 PM.

Henry Pflegl is Chapter President and you can reach him at (503) 680-5295.

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 your right. 13801 S. Darnell Rd.



Cover: Gavin Burns on a Ray Schol-arship flight.



Program Next Up

December Dinner

Low & Slow



by Henry Pflegl

Greetings everyone, the year has about wound down and it's time to start thinking about the new year. Fly-outs and camp-outs were just about non existent this year. When we were in the throws of the covid scare we flew more then recently. I don't know the reason why. I will make it more of a priority next year to get more involved in planning excursions.

There's a new sheriff in town: Pete G. is taking the reins as the new chapter president, it will be fun to see what direction he will lead us in.

That's it for now (I can't believe this will be the last time I will write those words, after 14 years it seams strange) See you all in the new year.



Note from the Editor



The Newsletter is YOUR voice in the Chapter, not mine. It will be as rich as your contributions, so please take time to contribute frequently!

Ken



Young Eagles -

We have no scheduled events this year.

The link here <https://www.eaa.org/eaayouth/free-ye-flights/ye-volunteers/ye-volunteer-opportunities/eaayoung-eagles-volunteer-pilots/request-supplies-for-young-eagles-pilots> will take pilots to an EAA site that will allow them to order a kit that is "Designed for pilots flying outside of chapter rallies, includes 10 logbooks, 10 registration forms, 10 certificates, 10 COVID Waivers, 1 pilot guidelines and 2 business reply envelopes." If you plan to fly Young Eagles this year, then you should order one of the kits shipped to your home.

East Side Builders Group

with Dick Scott



We are always looking for projects to showcase. Have something worth seeing, or maybe just need a hand for the day? Hosting a session can be helpful and informative for both the host and visitors. Everybody makes mistakes and hosts often learn of a mistake the have made while guests learn from the mistakes as well.

Send your ideas for project meetings to Dick Scott at nc37301@gmail.com or call Dick at [503-630-4739](tel:503-630-4739).

Mt. Hood Chapter 902 Experimental Aircraft Association
General Meeting November 11, 2021

Presiding – Henry Pflugl, President opened the meeting at 7:00

Henry introduces Officers and members of the Board.
Attendance, 21

Guests: No guests this time.

Elections:

- Phil Groelz reported that Pete Gauthier had agreed to be nominated for President and Ray --Peabody agreed to be nominated for Vice President. That left only the vacant Secretary's position to be filled and Christine Stevens agreed to take on that position. With that we had a full slate of unopposed nominees.
- It was moved, from the floor to vote the Slate into office. The motion was second, and passed.
- A Voice vote for the Slate was taken, All Yeas and no Nays
- Officers: Pete Gauthier President
Ray Peabody Vice President
Christine Stevens Secretary
Steve Miller Treasurer
- Board Members: Henry Pflugl
Bob Armstrong
Scott Crockard
Len Fierling
Larry Stevens

Christmas Party:

- Christmas party will be December 10, Social hour starts at 5:00 and plan to eat at 6:00.
- Please RSVP to Henry so we have a head count.
- Henry will call those on the list for your menu assignment (it's not really potLUCK).

Announcements:

- November 20th at 10:00, a powder coating demonstration at Ken's place. 15448 SE Powell Blvd Portland OR.
- The OPA Quarterly meeting is November 20th

at the Mulino airport. It starts at 10:00 if interested.

Program:

Ken Williams gave a presentation on using a vinyl cutting printer then we watched a video interview of the pilots involved in the Cherokee PA-28 plane crash on March 29 in the Gifford Pinchot National Forest.

Board Meeting:

No Board Meeting this month

The meeting was adjourned at 8:40.

Pete Gauthier—Secretary



Loss of Flight Controls Practice

Jim Ott

After watching an EAA Webinar a few weeks ago on Loss of Flight Controls, I decided to go up and practice what they recommended.

At a safe altitude of about 3000' or more, I pretended that I had lost a critical flight control. For instance, loss of aileron control, I deliberately avoided using any aileron input while approaching and simulating a landing (pretending that 3000' altitude was the runway elevation. Not too tough to do, just use rudder control for banking. Next I tried loss of rudder control. A little harder, especially keeping lined up with runway centerline during landing flare and touchdown. It was impossible to practice at 3000', but I am sure keeping my Kitfox taildragger rolling straight during landing

rollout (to avoid ground loop) would be nearly impossible without rudder control.

The last exercise was loss of elevator control. Now that was really tough although not impossible, especially if you still have elevator trim control. With trim control it is sluggish but not too difficult. Without trim control it is extremely difficult, but with lots of practice you can get some semblance of pitch control with judicious use of engine throttle and partial flap deployment, but what a chore.

All in all it was very productive time spent, exciting and interesting to test yourself and your airplane against some very unusual limits. Who knows, maybe some day in the future it may save me and possibly a passenger from death or injury. It sure beats just going up and boring holes in the sky. There is still more that can be done with this that I intend to try. Instead of letting the lost control just free-float in the airstream, you could simulate it being jammed in some non-neutral position. This would add a whole new level of difficulty to the exercise.

Luke's Update

Hey everybody! This month has been kind of a slow month for my flight training, but I'm now at about 17.3 hours total time and 7 hours of scholarship time. This weekend I was able to try out some 18 –20 mph winds and some practice knowledge tests, both of which actually went pretty well. I should be well ahead of both my solo and knowledge test deadlines but it's also not easy to get enough time when you can only fly 5 times a month. Much more excited for the spring and summer when there's more than 2 flyable days a week.



I just thought that I would share and express my thanks to a lot of chapter members for their help. The cover of the latest Ray Scholar handbook that gets distributed nationally to all Ray scholars and parents, has the photo of Shyla Williams following her solo flight, our first scholar, as the cover. Last night I attended the 2022 EAA Ray Scholar webinar that is intended for all EAA chapter members and one of the very first screens explaining what the scholarship is all about had a photo of Gavin, our third scholar and Tom Wroldstad his CFI. Seems like our little ol chapter is doing well with regards to the Ray Scholarship. Way to go Shyla and Gavin, oh and Tom too! Haha

Thanks for providing the photos Shyla and Gavin!

Don't want to leave out Brandon Slater our second Ray scholar. Brandon had been selected as one of only a few out of many to pose a live question to members on the International Space Station.

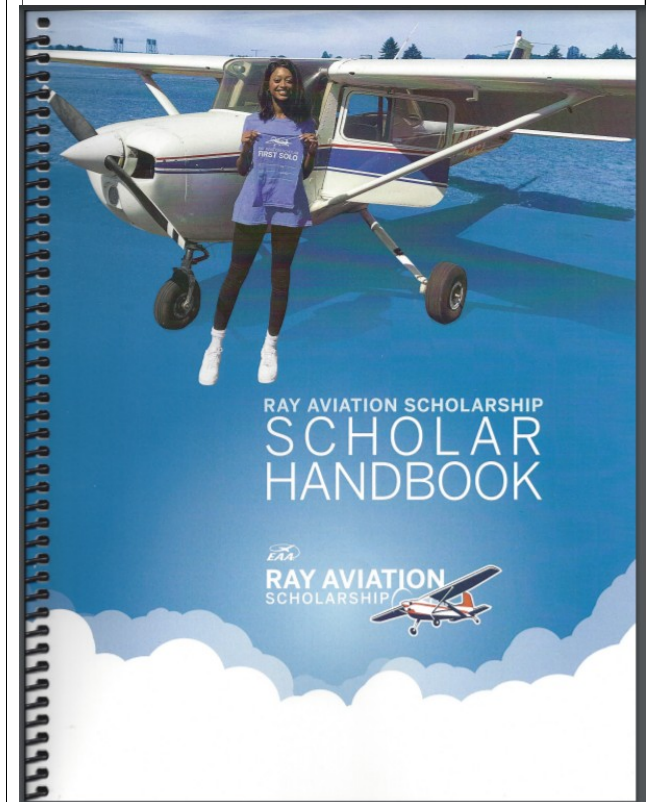
No pressure Luke..... Haha. Our chapter can sure be proud of you young chapter members!

My thanks to you four (Shyla, Brandon, Gavin, and Luke)!

Dan

Gavin's Update

For the month of November, I only flew a few times due to bad weather, most of it being solo. The majority of the time I was just working on basic flight maneuvers in the practice area, while the other times I was working on short and soft-field takeoffs and landings. Nearly every time I went up, the wind and turbulence was strong. My instructor says that he wants me to do more cross-countries to use the extra money I have left over because the cross-country hours can be used in the future for additional benefits. My plan for the near future is to fly solo to Bend and dual to Boeing Field.



Thoughts on Maintenance

By Mike Rhodes



It's been about 6 mo since I got my Citabria and was able to arrange an Owner Assist Annual Inspection at my hangar last week. I had taken everything apart on the plane, including pulling spark plugs, drained the oil, inspected / cleaned the oil screen etc. The A&P asked if I had done a resistance test on the spark plugs. I had to admit I didn't have a tester and wasn't familiar with the test. I always kind of figured if the plug tips weren't too oblong, they gapped and cleaned up OK and the engine passed a mag check, they were good to go.

The A&P pointed out if the resistance is too high on the plugs it puts an undue stress on the mags. He checked some of the plugs and said the resistance was too high and I should replace them. I thought wow. He recommended using Tempest plugs over Champion as his experience is they are less expensive and seem to be more durable.

Sooo..... I ordered my own spark plug tester from Aircraft Spruce, which arrived a couple days ago. I proceeded to check all 8 plugs and every one failed the resistance test... WOW! Just to make sure the tester was working right, I tested a new plug and it got a green light. VERY interesting!!

Moral of the story.... invest the \$140 in a plug tester and get plugged up!



Search by part #, keyword, phrase, etc.



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TEMPEST AT5K RESISTANCE TESTER

★★★★★ 7 Reviews | 3 Answered Questions

\$139.95/Each

Quantity

1



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Part# 08-07462

MFR Model# AT5K

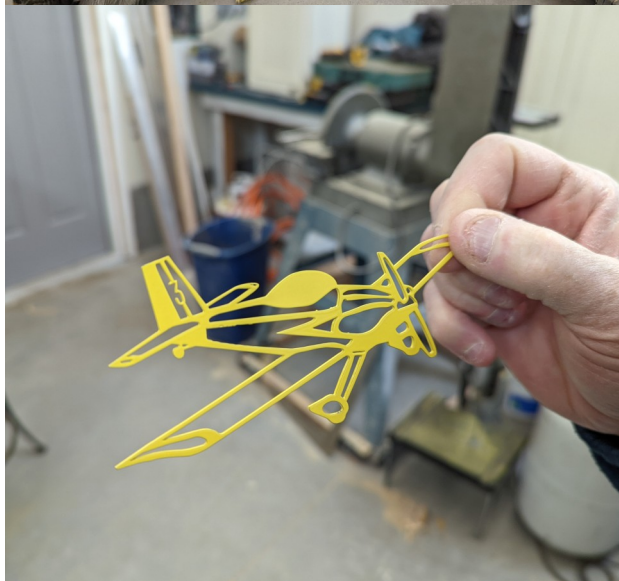
✓ In Stock

Expected to Deliver: Friday, Dec. 10

Powder Coating After Report

Ken Williams

Dan Forney came by and got personalized instruction on the powder coat process and made an RV3 ornament to take home!



For Sale

I can help MAKE YOUR PROJECT MOVE FASTER. Many builders have found that having someone else to help with a project one day or a couple of evenings each week improves the rate of progress. I am wanting to help so I can gain experience in airplane construction and repair. I would be studying EAA's "Hints for Homebuilders" when working in areas I am not familiar with.

-Cody

email me at codywatkins93@gmail.com.

Garmin GTX327 Transponder \$500

Call: Keith @ 503-307-2997

pughkh@comcast.net



New ads will be placed in the newsletter for three months. After that time the ad will be removed unless I am notified. If you want your ad to keep running then you need to let me know every three months.

Chapter / Fly-In 2021 Calendar

Most events are cancelled due to Corona Virus. Things are starting to open up. I've tried to find what is out there. Please let me know if you know of anything.



To:

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First Class Mail

Next General Meeting Chapter 902

- **Wednesday January 12th, 2021**
- Clubhouse at Mulino Airport

