



# Squawk 902



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### EAA Chapter 902

Web Site: [www.eaa902.org](http://www.eaa902.org)

#### President

**Henry Pflegl** hpflegl500@msn.com (503) 680-5295

#### Vice President

**Bob Armstrong** armstrong@canby.com (503) 263-8853

#### Secretary

**Pete Gauthier** gauthier0421@msn.com (503) 982-0421

#### Treasurer

**Steve Miller** miller.sr@frontier.com (503) 7584947

#### Board of Directors

**Keith Pugh** pughkh@comcast.net (503) 427-0434

**Scott Crockard** Scrockard@gmail.com (503) 657-0043

**Len Fierling** fierles77@gmail.com (503) 630-7547

**Dave Sweo** DSSweo@rcennets.com (503) 630-7936

**Larry Stevens** PilotLarry1944@yahoo.com (503) 816-9856

#### Newsletter Editor

**Ken Williams** krwill101@gmail.com (971) 409-6561

#### Webmaster

**Keith Pugh** pughkh@comcast.net (503) 427-0434

#### Young Eagles Coordinator

**Keith Pugh** pughkh@comcast.net (503) 427-0434

**Dan Forney** df381rv@gmail.com (503) 632-8643

#### Technical Counselor

**Brian Moentenich** n38155@comcast.net (503) 784-5754

**Phil Groelz** pgroelz@yahoo.com (503) 266-5662

## Show Me the Money

### April-May 2021

Chapter Balance as of 03/31/2020 ----- 3,046.30

General Fund Balance as of 03/31/2020 ----- 854.81

Income ----- 0.00

Expenses Gas for mowing -- 43.50

PGE April ----- 28.25

PGE May ----- 28.63

#### General Fund

Balance as of 5/31/2020 ----- 703.39

Young Eagles Balance as of 03/31/2020 ----- 2,191.49

Income Air Academy Refund 1,125.00

Ray Scholarship April 4,000.00

Ray Scholarship May 4,000.00

Expenses Renters Insurance ----- 499.00

Gavin's Flight Expenses 277.50

#### Young Eagles

Balance as of 5/31/2021 ----- 10,539.99

#### Chapter

Balance as of 5/31/2021 ----- 11,243.38



### Next Meeting

**Wednesday, June 16th!!!**

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

**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.



**Program Next Up**

BBQ!!!

**Cover: Congrats to our Ray Scholar  
Gavin Burn on his first solo!!!**



## Low & Slow



by Henry Pflegl

Greetings everyone, We will be having a meeting on the 16<sup>th</sup>. I apologize for the week later date but I will be in Idaho our normal meeting week. Let's make it a BBQ. The chapter will supply the burgers, A-M can bring a salad and N-Z a dessert. (Len will bring the beans). We won't be having a speaker but I think we can entertain ourselves by talking about our flying adventures for the last year.

Speaking of flying, we made a lunch run to Albany last month and ate at the Cascade Grill. We had 11 planes show and the weather was excellent.

That's it for now, see you all on the 16<sup>th</sup>.



### Note from the Editor



**Remember 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



### The chapter is still in need for a new Young Eagle Coordinator.

#### Young Eagles

No activity to report. Still need a chapter Young Eagle Coordinator.

#### Ray Scholar

#### By Gavin Burn

(May's Input)

Hi everyone! My name is Gavin Burn. I am the recipient of the 2021 EAA Ray Aviation Scholarship. I am currently a junior at Clackamas High School. When I'm not flying, I can be found at school, umpiring a baseball game, or exploring the back-country by off-roading and camping. I am flying with Tom and Wayne from Wrolstad Aircraft at Lenhardt Airpark. So far, the airports I have flown to are Mulino, Salem, and McMinnville. My favorite thing about flying is being able to see the area where I live from above and traveling to new airports and places. I am very excited to have re-

ceived this scholarship and I look forward to soloing in the next couple of weeks.

(June's Input)

In the month of May of 2021, a lot of cool new flights and events took place. At the beginning of the month is when I first soloed (unexpectedly) and I was super excited. On the first solo, I just stayed in the traffic pattern at Lenhardt, but by the second solo two days later, I was already in the practice area doing maneuvers. I usually like to schedule my flying with around half the flights in the morning and the other half in the evening so I can fly with different lighting and weather and also learn about the differences.

The second big thing was only a few days later, when I flew solo to a new airport, Valley View (Estacada). It was nice being able to fly to a new place, especially a cool airport like Estacada being so close to the mountains. On a side note, I also got a new GoPro camera. I have been currently recording every flight for the past couple of months to share with others and to review what I can improve on. With the new, more modern GoPro, I can enjoy the videos better and it will help me learn in a better and more efficient way. My instructor, Wayne, says that I handle the airplane like a private pilot and that no one would notice that I am a student pilot. Over the next couple of weeks, I expect to start doing our Dual and Solo cross countries as well as night flying.



Above: Gavin Burns Solo!

Below: Chuck with Mike Rhode's Citabria in Red Bluff before heading north to Dry Creek Airpark.



## What I've Been Up To

Send in a little snippet and possibly a photo of what you have been working on!

By Mike Rhodes

I've joined the ranks of the local taildragger community with the purchase of a 1975 Citabria 7GCBC. It's equipped with a low time O-320, a new Garmin Comm and Transponder with ADS-B, Engine Analyzer, Vortex generators and Madras Demer Droop tips. No flap stall is 40 mph IAS, which is the bottom of the scale! Power off stall has a nice little "buck" right before a gentle forward break.

The plane has lived its entire life at the small farm town of (Selma) just west of Fresno. My local AK bush pilot buddy (Chuck) flew it home from Fresno the last week of April while I tried to tag along in the RV... that was a "challenge" hanging along at 120 mph. Took 3.3 hrs to fly nonstop from Dry Creek Airpark to Selma in the RV and 5.2 hrs to get back, plus a stop in Red Bluff for fuel and lunch. By the way, the restaurant at the Red Bluff airport is excellent!!

It's been 40+ years since my last time as PIC in a taildragger. Taking some dual with Chuck who has over 2,000 hrs in Citabria's and so far, knocking off the "rust" before I solo it is a little nerve wracking, but going fine. I think another hr or two and I'll be ready.

New adventures ahead for this summer!



# Engine Out

By Jim Ott

Here is a scary event I had recently of an engine out due to a water pump drive gear failure on my Rotax 912ULS.

On April 9 I was flying low (about 400') in my Kitfox SS7 over the Deschutes River, OR in the bottom of the deep canyon, heading for Bull Run, a backcountry dirt airstrip about 5 miles ahead of me. All instruments were showing normal readings and the engine was running smooth. Suddenly without any warning the engine stopped instantly without any clank or unusual noises. With nowhere to land except the river or rocks and brush on the narrow shoreline I pitched to a 65 mph best glide speed and tried a restart; it started right up and seemed to run fine. I climbed out of the canyon and made a normal landing at a small rural airport (Wasco State) about 15 miles away. However, during this 15 mile flight, the CHT's started to climb into the red, reaching about 325 F and leveling off there. The oil pressure and temp remained entirely normal thru the whole flight until I shut off the engine. When I got out of the plane oil was dripping out of the bottom of the cowl, but no coolant had leaked out and the coolant system was full with no steam coming past the pressure cap. Oil of course was way down and didn't show on the dipstick, but there must have still been enough to maintain oil pressure and temp. With the oily mess I couldn't spot any cause, like broken hose or loose clamps or fittings. So I arranged to trailer it home to evaluate it. After cleaning up the oil that had sprayed all around in the engine compartment I was able to see a hole punched thru the bottom of the ignition housing under the water pump. A gear tooth was partly sticking out of that new hole that had been punched. It was right below where the water pump drive gear is lo-

cated. It is in a chamber that has engine oil to lube the drive gear, so of course oil started dribbling out of this small hole. Apparently it was a slow enough leak that it gave me time to fly about 15 miles to Wasco airport and still maintain oil pressure and normal oil temperature. However the water pump must have quit operating because of the broken drive gear so no water was circulating even though the coolant system remained full, causing my overheated cylinder heads. The moment the water pump drive gear broke must have mechanically jammed the engine, causing it to suddenly stop. When I activated the starter about 10 seconds later it must have pushed the broken piece thru the housing and cleared the jam, allowing the engine to restart and continue running, even though oil was running out the hole.

This is a very unusual occurrence, but was related to some work I had done a year ago by Aircore Aviation

(Jim Scott), in Arlington, WA, an authorized Rotax Repair Center. He replaced the ignition housing the first time due to unrelated reasons. I sent the engine off to a different Rotax repair facility, South Mississippi Light Aircraft, for teardown and inspection. They found that when Aircore installed the new ignition housing a thrust washer on the starter idler gear had been allowed to slip out of place and fall down into the area where the water pump drive gears are located. It finally worked its way into the gears and chewed off teeth, doing other extensive damage. The debris damaged the crankcase, cylinder bores, pistons, camshaft, water pump drive gears, and the ignition housing. I am looking at an \$11,100.00 bill to repair the engine with good used parts. Thankful I am alive and unhurt, and that my emergency training kicked in without a hitch.

Photo is Bull Run airstrip where I was heading.



## 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 they have made while guests learn from the mistakes as well.

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



## Tips & Tricks

By Ken Williams



I saw a discussion on the difficulty of oil changes in GA aircraft. It was mentioned how hard it was to not make a complete mess and a few ideas were shared as to how to minimize the mess—things like cutting oil containers to catch as much as possible. That *used* to be what I did. That was until I saw a video series by Steve Pierce on old Piper annuals (<https://youtu.be/xVT5MOw4aM0>) where he recommended a “Form-A-Funnel” and I can say he was right! It is a flexible silicone(?) covered piece of soft sheet metal that can be molded into any shape you need. There is even an aviation version that is extra long if you need, I went with the standard.



## For Sale

1940 Taylorcraft BC65/75 LSA

Asking \$15,000

2600TT, 1030 SMOH, May 2019 Annual

Len Fierling 503-630-7547



Garmin GTX327 Transponder \$500

Call: Keith @ 503-307-2997

[pughkh@comcast.net](mailto: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

First Sat. of every month Pancake break-fast at Twin Oaks w/ Chap 105 (8-10) Second Sat of every month Hood River WAAAM Museum "Open House". Third Sat of every month Creswell EAA Eggs & Pancake Breakfast (8-10) Every Sunday 9-noon Coffee & Donuts Madras Airport.

# Cancelled

*Most events are cancelled due to Corona Virus. Things are starting to open up. I've tried to find what is out there. Let me know if you know of something I've missed.*

### June

26 Wings & Wheels Cottage Grove, OR (61S)

### August

27-28 Airshow of the Cascades Madras, OR (S33)



To:

**First Class Mail**

Ken Williams, Newsletter Editor  
EAA Chapter 902  
15454 SE Rhone Ct  
Portland OR 97236  
Phone 971-409-6561

### Next General Meeting

#### Chapter 902

- **Wednesday June 16, 2021 @ 7:00 PM!!!**
- Clubhouse at Mulino Airport



### Next Board of Directors Meeting

- The board will meet next on **July 21, 2021** at Elmer's Restaurant—Clackamas 7pm