



Squawk 902



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President's Message
EAA 902
October 2023

Welcome to cooler flying weather. I want to remind club members of the challenge 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. I am always looking for new ideas, so please let me know your thoughts and ideas on making this club stronger.

I want to say, "thank you," to Len F. and Cody W for going through all of the tools and aircraft parts in the garage. At the next meeting you will be able to look over these items and purchase the items and give a donation to the club for these items. This stuff is taking up space in the garage and is not helping anyone. Whatever is not sold at this meeting will be sold on the internet, like Barnstormers, Ebay, etc.

Our last scheduled Young Eagles event of the year took place on September 16, 2023. Twenty-one kids were scheduled and fourteen showed up. Many of them were taking their first flight. Thank you to all of the club members who provided airplanes and pilots and ground crew to support this effort. The families really seemed to appreciate it.

Holidays are fast approaching and the board decided to schedule our annual holiday event on Saturday, December 2, 2023, at 6 pm. In the next couple of months, we will decide on the foods, so if you have something specific you want to bring, please send me an email and I will put that on the list.

This year's holiday guest speaker will be Arty Trost. She has done a number of presentations and they are always very interesting. This summer Arty flew her Aeroprakt around the entire US coast line. She then flew to Oshkosh and across the northern part of the US back to Oregon accumulating a total flight time of over 135 hours. This should be a great presentation for members and their spouses.

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

Larry Stevens, President

EAA Chapter 902

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Show me the Money

Chapter balance as of 08/31/2023 ----- \$9,909.07

General fund balance as of 08/31/2023 ---- \$1,660.07

Income ----- New member -----(pro rated) -- \$8.76

Coffee/pop and donations ----
\$5.00

50/50 Raffle -----
\$26.00

Expenses --- PGE----- \$35.25

Mulino Water -----
\$54.13

General fund balance as of 09/30/2023 ---- \$1,610.45

Young Eagle fund -----
\$2,061.10

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

Jackson ----- \$5,711.90

- \$2,849.40

= \$2,862.50

Chapter balance as of 09/30/2023 ----- \$7,010.05



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:

Mt. Hood Chapter 902 Experimental Aircraft
Association

General Meeting September 13, 2023

President Larry Stevens called the business meeting to order at 7PM. About 25 members and guests were present.

Bob Armstrong gave a talk about his personal aviation history from balsa models, a Piper Cherokee, a Champ and through building his Glaser Sportsman.

Cody Watkins showed photos he had taken at the Western Aviation And Automobile Museum fly-in.

Christine Stevens provided an update on the status of the Young Eagles event scheduled for Saturday, September 16.

Philip Groelz discussed priming the oil pump on the small four cylinder Continental engines after one had not been run for an extended period of time.

Mt. Hood Chapter 902 Experimental Aircraft Association

Board Meeting Minutes September 20, 2023

The board meeting was held at the Arrowhead restaurant. President Larry Stevens called the meeting to order at 6:36 PM. Ten attendees were present.

The main program will be Bob Armstrong reporting on the final Reno Air Race.

No member has been selected yet for presenting his own personal aviation story.

Tech Tips are always welcome from any members and appreciated. Len Fierling will present a Tech Tip at the October meeting.

Minutes: Pete Gauthier moved to accept the minutes from the August 16 Board meeting as presented in the September newsletter. Seconded by Len Fierling, and approved by acclamation.

Reviving the Gary Sparks Service Award was discussed.

Treasurer's Report: Steve Miller presented his treasurer's report for September 20 which showed a general fund balance of \$1,660.07 (itemized separately in newsletter) Philip Groelz moved to accept the report which was seconded by Len Fierling. A vote was called and the report was approved.

The board discussed the possibility of having a late spring fun-fly with events such as spot landings and flour bombing.

Information about upcoming flyout or driveout events will be available from a newsletter link.

Cody Watkins and Len Fierling will inventory the donated items being stored so a determination can be made about how best to sell them for raising funds.

Christmas: the Christmas dinner meeting will again be held in the Clubhouse - on December 2nd (first Saturday) at 6:00 pm.

Young Eagles: Christine Stevens provided updates about past and upcoming Young Eagle events. The printer used for the Young Eagles certificates has

failed. The Board approved spending up to \$250 for a replacement.

Next board meeting location. The October 18 meeting will again be held at the Arrowhead around 6 pm for those eating, and the business meeting will begin approximately 7 pm.

The meeting was adjourned about 7:20 PM.

WOMAN WITH WINGS

WORLD'S FASTEST—Circa 1932

The history of women's participation in air racing would not be complete without the story of Mae Haislip. With her husband, famed racing pilot James Haislip, she operated a flying service near St. Louis. She started coming to the air races with him and entering the various events for women. In 1930 she won the women's closed-course event in the National Air Races at Chicago. In 1931 she set an altitude record for "bantam" class light planes, flew in the transcontinental handicap and won one race and finished second in six others at the Nationals. In 1932, she set a world's speed record during the National Air Races at Cleveland, when she flew a Wendell-Williams racer 252.226 mph. She also finished second in the Aerol Trophy Race. She won the Aerol Trophy in Los Angeles the following year, and the Oleson Trophy at Chicago. In her career she had flown the most powerful racing planes of her day as well as the smaller craft, and had made records with them all.

Tiny Fireball

Record-making of quite another kind was the forte of diminutive Laura Ingalls. She had originally studied for a career as a nurse, but was also a talented performer as a musician and dancer, and for a time was on the stage professionally. She learned to fly at Roosevelt Field in 1928 and was the first woman in the United States to graduate from a government approved school. In May 1930 she gained prominence by performing 980 Loops, a record which no one has seemed inclined to challenge since. A short time later, she made 714 barrel rolls in the course of a single flight.

After this spectacular start as an aerobat, Miss Ingalls settled down to the serious business of record-breaking. In 1930, she made a record east-to-west coast flight of 30 hours 27 minutes, flying a DeHavilland Moth light plane. In 1934 she made a tour of South America and Central America, starting from New York and covering 17,000 miles, which included a crossing of the Andes mountain range.

The trip occupied about 8 weeks. She used a Lockheed Air Express monoplane. In 1935 she made the first non-stop transcontinental flight by a woman, taking off with the heaviest load ever carried by a woman pilot, and completed the flight in 18 hours 20 minutes. On September 13, 1935, she left California in a new Lockheed Orion monoplane, and landed at Floyd Bennet Field in New York, having made this flight non-stop in 13 hours 34 minutes, beating Amelia Earhart's record by 3 and 1/2 hours. In 1936 she finished second in the Bendix Race. In 1939 she became involved in an anti-war movement, and her activities in this field resulted in her grounding by the government. In 1934, she had won the Harmon Trophy as the world's outstanding woman flyer, but by 1942 she had lost all she had gained in life, through a hopeless and misguided involvement with the government.

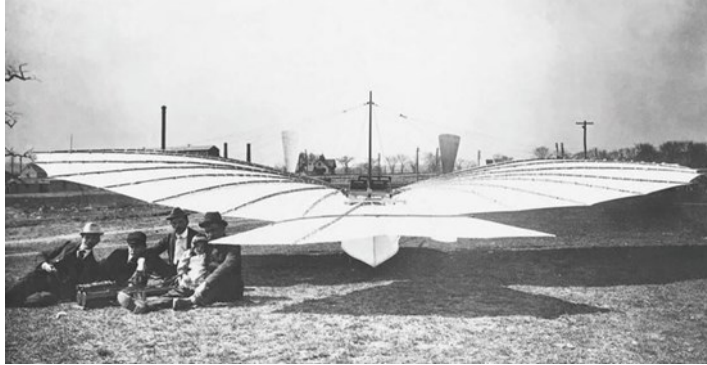
Submitted By
DOWN WIND LENNY

Standing on the Wright Brothers' Shoulders

Every time we fire up our experimental airplanes it's not often that we think about those aviation pioneers that had a part in our pleasurable flying often referred to as "slipping the surly bonds of earth." In the late 1800s and early 1900s when balloons and dirigibles were the rage, three names surfaced to capture the honor of first in a heavier than air powered aircraft flight. Brazil's Alberto Santos-Dumont, Gustave Whitehead of Connecticut and Orville and Wilbur Wright of Kitty Hawk, North Carolina. All of us who are student pilots or certificated pilots are standing on the shoulders of these aviation pioneers.

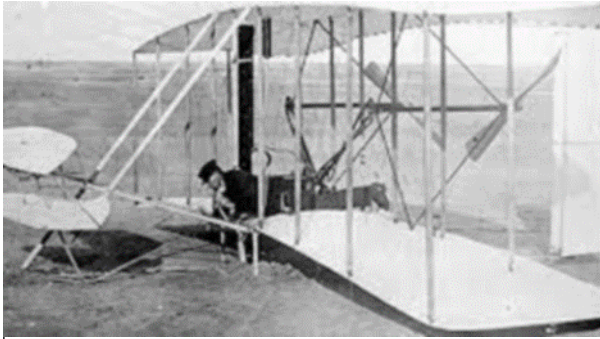


On October 23, 1906, Alberto flew his 14-bis biplane a distance of 200', 15' off the ground for all to see. This date was much later than the Wright Brothers but Dumont's supporters discredited the earlier flight because it was not unassisted (Wilbur ran alongside the launching rail to balance the Wright Flyer on its takeoff roll). Dumont also questioned the fairness of the strong winds aiding the Wright Flyer off the Atlantic Ocean.



Gustave Albin Whitehead was an aviation pioneer who emigrated from Germany to the United States where he designed and built gliders, flying machines, and engines between 1897 and 1915. Whitehead claimed that he flew a powered machine successfully several times in 1901 and 1902, predating the first flights by the Wright Brothers in 1903. However, much of Whitehead's reputation rests on a newspaper article which was written as an eyewitness report and describes his powered and sustained flight in Connecticut on 14 August 1901. Over a hundred newspapers in the U.S. and around the world soon repeated information from the article. Sev-

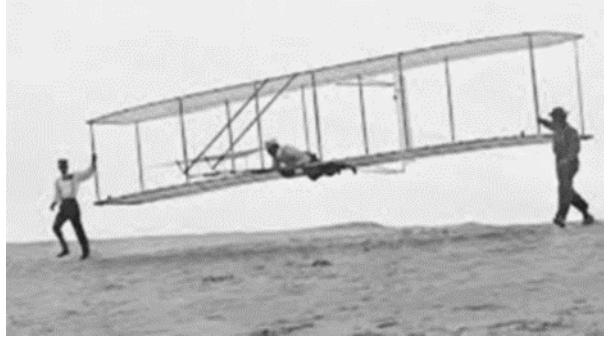
eral local newspapers also reported on other flight experiments that Whitehead made in 1901 and subsequent years. However, mainstream historians dismissed the Whitehead flight claims. No photograph is known to exist showing Whitehead making a powered controlled flight, although reports in the early 1900s said such photos had been publicly displayed. Researchers have studied and attempted to copy Whitehead aircraft. Since the 1980s, enthusiasts in the U.S. and Germany have built and flown replicas of Whitehead's "Number 21" machine using modern engines and modern propellers, although with fundamental changes to the aircraft structure and control systems.



The Wright Flyer I cost about \$1,000 to build (about \$31,500 in today's dollars). The Wright brothers financed the plane entirely by themselves. The framework was made of spruce, with twin "pusher" propellers and a specially designed engine, cast mainly from lightweight aluminum. It was the first controlled and powered flying machine that could fly with the weight of humans. From this design, the modern airplane was born!

The Wright brothers flew together just one time. Orville and Wilbur had promised their father, who feared losing both sons in an airplane accident, they would never fly together. The father made a single exception, however, on May 25, 1910, and allowed the brothers to share a six-minute flight near Dayton with Orville piloting and Wilbur the passenger. After landing, Orville took his 82-year-old father on his first and only flight. As Orville gained elevation, his excited father cried out, "**Higher, Orville, higher!**" After the first day airborne, the 1903 Wright

Flyer



never flew again. The brothers made four flights in the Wright Flyer on December 17, 1903, and as Orville and Wilbur stood discussing the final flight, a sudden strong gust of wind caught hold of the aircraft and flipped it several times. The aircraft sustained such heavy damage to its ribs, motor and chain guides that it was beyond repair. The Wright Flyer was crated back to Dayton and never flew again.



Orville was involved in the first fatal aviation accident. After their success in 1903, the Wright brothers continued their aircraft development. They marketed their two-passenger Wright Military Flyer to the U.S. Army, which required a demonstration. On September 17, 1908, Orville took to the air for a demonstration flight at Fort Myer, Virginia, with Army Signal Corps Lieutenant Thomas Selfridge as a passenger. Just a few minutes into the flight, the propeller suddenly disintegrated, the aircraft spiraled out of control and it smashed into the ground at full speed. Rescuers pulled an unconscious Selfridge from the wreckage, and the lieutenant died hours later. Orville was hospitalized for six weeks after suffering a broken leg, four broken ribs and a back injury that

impaired him for the rest of his life.

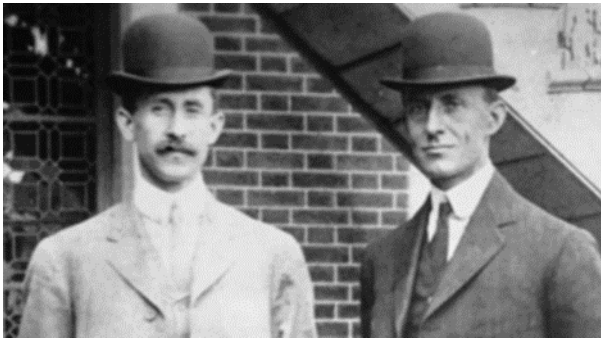
Orville and Wilbur are legendary innovators known all around the world for good reason – they invented the airplane and taught the world to fly! As we begin another year where travel by flight will continue more than ever, we thought you might enjoy a few fun facts about the Wright Brothers. Some of these things you may already know and a few things that may surprise you!

The Wright brothers were raised and lived most of their lives in Dayton. Wilbur was born near Millville, Indiana and Orville was born in Dayton. The family briefly moved to Iowa in 1878, then Richmond, Indiana in 1881, before returning to Dayton in 1884. The brothers would then spend the remainder of their lives in Dayton.

Thanks to a coin toss, Orville was the first brother airborne. The brothers tossed a coin to see who would first test the Wright Flyer on the sands of Kill Devil Hills, North Carolina. Older brother Wilbur won the toss, but his first attempt failed. Orville went second and managed to fly for 12 seconds. Later that day, Wilbur flew their plane for 59 seconds, over a distance of 852 feet.

A toy launched their flying obsession. When the brothers were youngsters in 1878, their father returned home one evening with a gift that he tossed into the air. “Instead of falling to the floor, as we expected,” the brothers recalled in a 1908 magazine article, “it flew across the room till it struck the ceiling, where it fluttered awhile, and finally sank to the floor.” The model helicopter made of cork, bamboo and paper and powered by a rubber band mesmerized the boys and sparked their passion for aviation.

Neither brother received a high school diploma or ever married. Wilbur finished four years of high school, but the family moved from Richmond, Indiana, to Dayton, Ohio, before he could receive his diploma. Orville, although intellectually curious, dropped out of high school before his senior year to launch a printing business. The tight-knit brothers, born four years apart, were wedded to their continued work; Wilbur told reporters that he didn’t have time for both a wife and an airplane



The Wright brothers once printed a daily newspaper together. In 1889, Orville and Wilbur started a newspaper printing business, publishing a weekly, and later a daily, newspaper – they even designed and built their own printing presses! In 1892 they opened a bicycle repair shop to capitalize on the national bicycle craze. They designed their own bicycle with custom features like an oil-retaining wheel hub and coaster brakes, things still used today in many modern bikes. Their bicycle business financed their work on inventing the world's first controlled flight of a power-driven, manned, heavier-than-air plane.

Neil Armstrong carried a piece of the Wright Flyer with him to the moon. When another aeronautical pioneer from Ohio, Neil Armstrong, became the first man to step foot on the moon in 1969, inside his space suit pocket was a piece of muslin fabric from the left wing of the original 1903 Wright Flyer along with a piece of wood from the airplane's left propeller.

As Ohio and North Carolina continue to feud over their legacy of which is actually the “Birthplace of Aviation”, I hope that you will continue to learn and spread the great history of the Wright Brothers and all that they had accomplished to help make travel what it is today. By, Dave McGraw



Club Member Help

Dav mcgraw needs 50 $\frac{3}{16}$ clecos and 50 $\frac{1}{8}$ clecos so if any one has some please contact him.

Chapter Flyouts.

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

Next Board of Directors Meeting

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

Next General Meeting

Chapter 902

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

