



Squawk 902



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Show Me the Money

April 2020

Chapter Balance as of 03/31/2020 ----- 6,421.11

General Fund Balance as of 03/31/2020 ----- 1,730.03

Income ----- 0.00

Expenses PGE ----- 30.80

General Fund

Balance as of 04/30/2020 ----- 1,699.22

Young Eagles Balance as of 03/31/2020 ----- 2,473.93

Income ----- 0.00

Expenses ----- 0.00

Young Eagles

Balance as of 04/30/2020 ----- 2,473.93

Ray Scholarship Balance 03/31/2020 ----- 2,217.16

Income ----- 0.00

Expenses ----- 0.00

Ray Scholarship

Balance as of 04/30/2020 ----- 2,217.16

Chapter

Balance as of 04/30/2020 ----- 6,390.31



Next Meeting
Cancelled
WEDNESDAY, May 13th @ 7:00pm

EAA Chapter 902, meets on the 2nd Wednesday of each month at 7:00 PM. December is the one exception with this year it being held on December 12th

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:

"Afraid of Covid?"

Submitted By Henry Pflegl



Program Next Up

Due to Covid 19 meeting is cancelled. Hope to meet next month.

Low & Slow



by Henry Pflegl

Hello everyone, there is not a lot to discuss this month. Another month without a meeting. I was hoping things would be getting back to what used to be normal. We can hope that it won't be to far in the future.

We flew to Daybreak for a sack lunch fly out last month but the owner had activities planned for his airport so we flew over to Vernonia and ate by the river and had a nice outing. I've heard from a few other members that they have doing the same thing during the week.

Well that's it for now, I hope you all have been able to get out and enjoy some flying time. Let's hope that next month we can get together and have a normal meeting. I miss seeing you all and hearing your stories, till next month.



Note from the Editor



Due to Covid 19 and the cancelations of our meetings please think about sending pictures and/or explanations of what you've been up to. Send anything you think you would have mentioned to others at the meeting that you did. 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

Young Eagles

EAA 902 young Eagles events had been put on hold for 2020 due to the Covid-19. There are still no Young Eagle flight inquiries, requests, or reservations.

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



Ray Scholarship

Our 2020 Ray Scholar's (Brandon Slater) application has been received by EAA national. We should receive funding around mid-May. Brandon is ready and anxious to start flight training as soon as we have the funding. Many of the flight schools had shut down due to the Covid-19 issue, but seem like they are getting close to start training again. I have been speaking with Tom Wrolstad at Lenhardt's, where Brandon is slated to take his training. Tom is holding a spot for Brandon and is also anxious to get back to providing flight training again once the "stay at home" mandate is lifted, so our timing appears to be somewhat in synch. I will update when we have received the funding and Brandon has started his flight training.

Our 2019 Ray Scholar (Shyla Williams) has not flown in a few months. Shyla and her CFI had stated that they both felt that she was ready for her check ride, but just needed a few more hours of solo and cross-country time before the Covid-19 virus shut everything down. Unfortunately, Aero Maintenance at Pearson Airport, where Shyla has been getting her training had shut down when the Governor initiated the "stay at home" mandate and has not yet reopened for flight training. Shyla still needs to get her required solo and cross-country time before she can go for her check ride. Hopefully things will start opening back up soon so that she can complete her training and check ride.

2020 Air Academy

The 2020 Air Academy that had been scheduled for July this year was canceled due to the Covid-19 virus. Our 2020 Air Academy scholarship recipient (Brandon Slater) had his academy seat reservation and air travel arrangements all made, and was anxiously awaiting for the camp in July. EAA has reserved him a seat in the July 2021 Air Academy. Brandon and his parents are preparing for that event, and will make the appropriate travel arrangements once the time gets closer.

What I've Been Up To

Send in a little snippet and possibly a photo of what you have been up to!

Eric Stacey's New Motor

By Ken Williams



When I saw the above pictures of the Yamaha Apex motor I had to call Eric. I've been following the engine online and wanted to ask him a few questions.

What made you choose the Yamaha Apex Motor?

"Well, in a nutshell it's amazingly impressive: high-tech, lightweight, rugged, proven in snowmobiles, and all around modern engine." Eric went on to say that he had seen Steve Henry from Wild West Aircraft at Independence Oregon and was just blown away by it.

Eric has found a wealth of knowledge online and support from a large community backing the Apex. So much so that it "takes something pretty difficult and turns it into almost a step by step operation." I also asked what he thinks is going to be the most difficult part of this. He was quick to answer that it was the Zenith conversion, there are only 2-3 projects so far and none flying. This is encouraging to me knowing that he respects the challenges ahead, and is prepared to take them on.

To close he stated "I'm excited, it's going to make the airplane do what it's designed to do, get in and out of a lot of places." Well Eric, we're excited, too! Especially if we zoom in on that weight in the picture. That motor is 140HP!



A Day at the Beach

By Christine Stevens



Early in April, it was a clear beautiful day so I took a flight in the flying club's Cessna 172. Weather over the mountains had been iffy all morning, but finally it started to clear and I took off. When I got to McMinnville, I landed so I could get a better look at the "mountain obscurement" with the corresponding airmet that had been reported earlier. By the time I took off from McMinnville, there was hardly a cloud to be seen in the sky. I flew westward toward Tillamook.

When I came over the Coast Range, it was clear at the coast. I checked the ASOS and the wind was blowing 17 gusting to 20 knots from 300 degrees at Tillamook, so I didn't land. I continued the flight along the coast towards Newport. After checking their ASOS, I opted not to land there either. It was blowing 14 gusting to 17 knots from 300 degrees. However, the whole time I was flying along the coast at 2500 feet MSL, there was a minor tailwind of seven to eight knots. That is a 10 knot difference between the surface wind and the breeze at my flight level. Although there must have been a pretty good onshore flow, it wasn't impacting the air over the beach as it was mostly smooth.

After flying past Newport, I flew over to Corvallis, where it was blowing eight or nine knots so I landed. After taking off, I headed home to 4S9 and landed. Although I don't recall seeing anyone on the beaches, it was a good day to fly along the coast.

Log Book Memories

By Steven Miller

On December 10th 2006, I entered: "Flt. with Riley (my dog, of course) BAD WEATHER, winds aloft gusting to 40+ Too Rough".

The poor decision to go flying that morning began the night before at our annual December Banquet. The usual gang of suspects that night all thought it would be a great idea to go out for a group flight on Sat. morning. According to the forecast, it didn't look like it would be a bad day to go up. The winds at Estacada were not too bad that morning. The manually operated doors of my hanger are my "Go, no go" indicators. If I have a hard time swinging them open then it's probably time to reassess my need to go fly that day. Not having an issue with the doors, I pulled out the plane, completed my preflight and Riley and I hopped into the Cherokee.

After takeoff and clearing the trees at the end of the runway was when it hit me. It wasn't the worst turbulence I had ever gotten into but it was bad enough. It was a struggle to get to pattern altitude. We headed SW over Colton towards Skydive airport, surely things would settle down once I got us away from the hills and out over the valley. No movement at Skydive, Mulino, Dietz or Aero Acres and no relief from the turbulence. No one answering my radio calls. My arms were tired from the constant battle I was having with the wind and it started to dawn on me that maybe those guys were smarter than I gave them credit for. I was having

one of those "It's better to be on the ground, wishing you were in the air, than in the air, wishing you were on the ground" moments, but I was in the air. I told my silent partner in the back that we were heading back to the airport.

Now, Valley View airport in Estacada has a nice long, very narrow runway built on the side of a hill. Winds can be tricky there and the Cherokee was bouncing all over the place. I really hoped I could keep it lined up and stay on the runway. Fighting to make some sort of decent traffic pattern, we bounced and fought all the way down

towards the runway. Just past the trees, the air settled down and we made a perfectly acceptable landing.

Once we were back to the hanger and shut down, Riley hopped down off the wing and wandered off sniffing and checking out everything he passed by. That's what I like about flying with my dogs. No complaints, no snide comments, just happy to be going along with you. Although, one time, Riley did say my landing was "Ruff".



Photo:

Submitted by Henry Phlegl, "The Coach Looking On"



Photos:

Bob Lewis with an amazing shot of Crater Lake and Diamond Lake. Also him conducting Touch & Go's at PDX. With the reduction of air travel it leaves a lot of open airspace out there. Note the "Parking" on the crosswind runway. A crazy time for sure.

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 or call Dick at [503-630-4739](tel:503-630-4739).

As you probably guessed, there will be no Builder's Group in May due to the Coronavirus.

Next session will likely be in ??? hosted by Kit Hulse who has a Wag-a-bond project, mostly just the fuselage. For those who don't know a Wag-a-bond is a replica of a Piper Vagabond and is tube and fabric design.

April and May Flying

By Christine Stevens

Larry and I took a flight the other day in the RV12. I was hoping to see the tulips at Wooden Shoe Tulip Farm, but when we got there, colors were dim and fading. We realized that we had missed the best of the show. It must have been an early spring as many times the flowers are still beautiful as late as Mothers' Day. Despite this disappointment, we continued to fly around the valley looking for other interesting sights. We flew towards McMinnville and then back around Aurora. I took a couple of pictures and then we landed at 4S9.

A week or so later, I flew the Cessna with Larry as co-pilot down the valley towards Albany. We flew over the Mt. Angel Monastery and Larry took a couple pictures of it. Then I flew close to Albany. We changed directions



to go north towards Independence. We wanted to see if we could find the old grass field formerly owned by Fitz who many years ago repainted some damage on the club's Warrior. Eventually we found the strip, but it appeared to be greatly shortened. Good for landing a slow cub or something like that, but not for our Cessna 172. After flying past that field, we flew past Independence Airport and up to McMinnville where I landed and we got out and stretched our legs. After a short break we got back in the plane and flew home to 4S9. It was another beautiful flight on a lovely day.



For Sale

1940 Taylorcraft BC65/75 LSA
Asking \$15,000



2600TT, 1030 SMOH, May 2019 Annual
Len Fierling 503-630-7547

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 2020 Calendar

First Sat. of every month Pancake breakfast 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

Events are cancelled this year thus far due to Coronavirus. Hope that things will change and events can be held soon.

Dues are Due

Remember that 2020 dues were due before March 31st

There are still some out there that haven't renewed. Please remember to do so.

Dues are \$35.00 for the year.

Make out checks to: Mt Hood Chapter 902

Be sure to print the Renewal form on the chapter website to update your information. www.eaa902.org

Next General Meeting Chapter 902

- Wednesday June 10, 2020 @ 7:00 PM???
- Clubhouse at Mulino Airport



Next Board of Directors Meeting

- The board will meet next on June 17, 2020??? at Elmer's Restaurant—Clackamas 7pm



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