



Squawk 902



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What's Inside:

Show me the Money	2
Low & Slow /YE Update/Ray Scholarship	3
Minutes/Ryan Field Trip	4

Tips & Tricks	5
What I've Been Up To	6
Builders Group / For Sale	7
Calendar of Events	8



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Show me the Money

June 2021

Chapter Balance as of 05/31/2021 ----- 11,243.38

General Fund Balance as of 05/31/2021 ----- 703.39

Income 2 Memberships ----- 70.00

Coffee and Pop ----- 17.00

Expenses Mowe parts, gas, weed
spray, BBQ & Pop --- 330.86

PGE ----- 28.29

General Fund

Balance as of 06/30/2021 ----- 413.24

Young Eagles Balance as of 05/31/2021 ----- 10,539.99

Income Y.E. Donations ----- 60.00

Expenses Gavin's Flights ----- 726.00

Young Eagles

Balance as of 06/30/2021 ----- 9,873.99

Chapter

Balance as of 06/30/2021 ----- 10,305.23



Next Meeting

WEDNESDAY, July 14th @ 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:

Gavin Burn, see Ray Scholarship

pg.3



Program Next Up

BBQ!

Low & Slow



by Henry Pflegl

Greetings everyone, I hope you all have been able to take to the skies and enjoy the nice weather.

July Meeting: The BBQ went well last month so let's do it again. A-M can bring a desert and N-Z a salad. (Maybe Len will bring the bean this time). The chapter will furnish the burgers.

We had a planned fly-out to the beach this weekend but low clouds were not forecast to lift till noon or after(when I got home Seaside was still showing low overcast). So we decided to go to WAAAM for there second Saturday of the month fly-in. Pete G. and I departed my strip about 10am and had an uneventful flight over. The wind was out of the north but we all showed our skills and made good cross wind landings. Six members made the flight and Doug S. C172 wing was our shade for lunch. By 1pm it was getting pretty warm and the wind was still blowing so we all decided to make for home. The old Cub gets off the ground fairly well but isn't much for long climbs to altitude. You learn to use the ridges to your advantage and take mother nature for all she gives. 50 minutes over and 55 to get home, not a bad day at all. Hopefully more will be able to join us next time.

Program: Bob A. and Pete G. will entertain us on there recent flights.

That's it for now, see you all on the 14th. and bring your appetite.



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 an event scheduled for the 17th. at Mulino, but as of now we don't have any students signed up. We will discuss it more at the meeting.

Ray Scholarship

By Gavin Burn

Picture on Cover

For the month of June, most of my flying was solo. When I started soloing at the end of May, I mainly just stayed in the traffic pattern before I went to the practice area for maneuvers. Now I am flying to other airports solo, including Mulino, Estacada, and Salem. I also recently completed my first Dual cross-country flight to Corvallis, and it was cool flying over Reser Stadium even though I'm a Duck fan.

My next Dual cross-country will be through the gorge to The Dalles and back over the Cascades. My instructor says I am close to the check ride, with only having my cross-countries and night flying lesson left.

Presiding – Henry Pflegl, President opened the meeting at 7:30

Henry introduces Officers and members of the Board. Attendance, 35

Guests: Walter Bolan. Walter is actually a new member but this is his first meeting

Announcements:

Thanks to Keith for cooking tonight.

Brandon is working for Tim Mix and apparently loving it.

There will not be a board meeting next week.

We will return to the normal schedule next month.

Thanks to Larry and the usual group of mowers with a special Thanks to Steve Shup the mowing is caught up.

Young Eagles:

Gavin, our latest Ray scholarship winner reported on his training.

The Board hasn't planned any events for the season but by general consensus, we will plan an event for Saturday July 17 here at Mulino.

Fly outs:

Weather permitting, there may be fly out/camping to Nehalem the weekend of June 27th. Later this summer we plan to fly out to Red's Horse Ranch

Program:

Bob Armstrong reported on and showed slides of the Utah Back country trip he and a few others took .

Board Meeting: Reminder that there will be no Board meeting is next Wednesday.

The meeting was adjourned at 9:00.

Pete Gauthier—Secretary



Ryan Field Trip

By Pete Gauthier

I have been interested in back country flying for some time. It is unlikely that I will ever be a hard core off airport sort but I enjoy a challenge and my landings are improving. When my plans to fly my Champ to Ohio for the Aeronca Convention in Middletown deteriorated I decided to fly to Ryan Field, near West Glacier MT, for an airstrip work party with the Recreational Aviation Foundation (RAF). Well those plans also deteriorated when the weather didn't cooperate. Undaunted, I decided a road trip was in order and I drove! Two weeks later was the RAF Fly in at Ryan Field. I hadn't planned on going but since I had to drive to the work party and the weather looked like it would be great both ways, I registered online and departed the next morning at 5:00 am.

I had never flown that far, not to mention that I likely wouldn't know anyone once I got there. It took just under seven hours total time (two gas stops) from Lenhardt's to Polson Montana where

I spent the rest of the day with friends. I departed Polson at 8:00 am the next morning and arrived at Ryan about 9:00. Like Cavanaugh Bay, you don't always see the runway on downwind. If you are high or close in you will, otherwise you just see the cut in the trees. You lose sight of the field entirely by the time you turn base and don't see it again until turning final and woohoo there it is! The plan was to get there early to miss the landing judges. No such luck, there were already 12 planes on the field (I didn't embarrass myself).

I met lots of new people and had a great time but on Sunday morning I packed my dew soaked tent, said my goodbyes and was wheels up by 7:15. I was in Polson by 8:05 (good tailwind) where I spent the rest of the day.

I had a decision to make. Should I hang around Montana one more day, Monday, to miss the heat at home or take advantage of the perfect tailwinds for the rout home? I opted for the tailwind. I was rolling down the runway at Polson at 5:30 MDT and headed direct to Pulman, my first gas stop. I left Pulman at 6:28 PDT direct to Prosser for a quick fuel stop and arrived at Lenhardt's at 9:56 PDT. The Champ made the trip in a bit less than 5 ½ hrs total time. And, it was only 100F when I arrived!

Tips & Tricks

Contributed by Sean Berry

I'm a member and have been working on an RV-12is for about 2 1/2 years. I officially have all kits/parts in my shop (including motor). I just need to somehow magically get it all together as a single unit flying machine.

Anyways, over two weeks ago I dropped a bushing into the belly of my RV-12is. I tried everything to get that bushing out—short of turning the airplane on it's side. I gave up! That is when my youngest son offered to help. Within 2 minutes he had the bushing out... moral of the story?

“Small places require small hands”

P.S. Dan, I still have your tools and will return within 10 years; sooner if needed.



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

My hangar door is almost 50 ft wide and the guy who build our house also built the door from scratch. So it's mechanisms are home grown, but the general design is copy cat from commercial designs.

The motor rotates the bottom take up shafts to open the door. The small cable pulley drum "gadget" is timed by cable length to pull the door closed and release it for opening.

The door has been working perfectly, until..... I turned my back on it.... of course.

Last week I was headed to Bend for breakfast with other pilots from Dry Creek, who had already left. So with the plane outside, I pushed the closed button, then hopped into the plane, fired it up, was getting settled in, looked over my shoulder and noticed the door was reopening! What the heck?!? I shut down the airplane, but by the time I got to the hangar, the door was full open and jammed to the top (going past the open stop switch) and motor still energized and stalled. I hit the Stop button, motor shut off. Hitting the Down switch stalled the motor, door wouldn't budge. I thought CRAP!! Now what!!

When we got back from breakfast a couple guys came over to help trouble shoot. I found that small cable was broke and the two outside take up spools had the straps folded over on itself and wrapped outside the spools. Now I had a much bigger problem!

Since "Down" wasn't working, I tried the

Up switch.... and the door started unspooling, coming down! What the hell... the Up switch makes it go down... how could that be possible?! At least I was able to get the door semi-closed for the night.

That evening it hit me like a ton of bricks what must have happened.

The door initially closed normally, but if the "Door Closed" switch didn't make up when the door fully shut, the motor would pulled so hard on that small cable it broke, releasing the closure arms. The strap spool kept unspooling the straps until it starting wrapping the straps on the spool in the "down" direction, then start opening the door again. Because the "door open" stop switch isn't in the "down" circuit, it ran until it bound and stalled

itself wide open! Thus the "Open" switch would bring the door down because the spool was now wound backwards.

It took three tries to respool the small cable to get the closure arms to time correctly and pulley tensions just right, but finally it was working correctly... took 3 half days of trial and error.

The door closed switch "fail" theory..... I found on the door frame where the switch contacts the door, a piece of weather stripping was missing, so the door wasn't able to push the switch far enough to open the circuit.

Moral of the story.... never trust Auto! As a nuke operator.... I know better!!



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).

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



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.

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.

July

30-Aug1 Oregon International Air Show McMinnville, OR (MMV)

August

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

Next General Meeting Chapter 902

- **Wednesday July 14th, 2021 @ 7:00 PM**
- Clubhouse at Mulino Airport



Next Board of Directors Meeting

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



To:

First Class Mail

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