



Squawk 902



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What's Inside:

Show me the Money2
Low & Slow /Ray Aviation Update3

Log Book Memories/Saftey Corner/What I've Been
Up To4
Builders Group/Membership (Not) Dues/For Sale 5
Calendar of Events 6



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Chapter Balance as of 02/28/2020 ----- 3,129.13

General Fund Balance as of 08/28/2020 ----- 937.64

Income ----- 0.00

Expenses PGE ----- 31.79

Mulino ----- 51.04

General Fund

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

Young Eagles Balance as of 02/28/2020 ----- 2,191.49

Income ----- 0.00

Expenses ----- 0.00

Young Eagles

Balance as of 03/31/2021 ----- 2,191.49

Chapter

Balance as of 03/31/2021 ----- 3,046.30



Next Meeting
Cancelled
Wednesday, April 14th

EAA Chapter 902, meets on the 2nd Wednesday of each month at 7:30 P.M. December is the 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**

Due to Covid-19 meeting is cancelled.

Cover: One Ken Williams' favorite photos of his Tri-Pacer, taken 2019. LET'S get out there flying and get some new pics!

Low & Slow



by Henry Pflegl

Hello everyone, more negative news. I was talking with a few members and discussing the possibility of have a meeting this month. The weather next week was looking promising. I was thinking we could have an outdoor meeting but with the meeting not starting till 7 it's getting pretty chilly outside by then. Ok we will wait and try for indoors—till our governor shut things down again, so another month and no meeting. Sorry.

I want to thank Larry S. and Steve S. for starting the mowing season off. The sun is shining and the temperature is getting warmer so the grass is growing. If you have some spare time, try to make a few passes on the mower so we don't wear out the members that spend a lot of time helping. I have said it before; the mowing is what helps us secure our clubhouse.

Some of our members are getting out and enjoying the nice days. Bob A. and Scott N. flew out to the Deschutes River last week and Bob L. and Dan F. flew out to Bend for lunch. I hope more of you are doing the same.

If you have flown somewhere or partaken in some sort of aviation activity please send in some pictures or write a little story about it and get it to Ken W. for all of us to enjoy.

I'm kind of a bust; I haven't flown or done much of anything of interest lately. I hope to change that and when I do I will pass along my adventures. Till then keep the shiny side up and positive thoughts for a brighter tomorrow.



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

The chapter has received word from EAA national that we will be receiving the full \$10000 Ray Aviation scholarship for Gavin Burns. There was some question or concern as to whether the full scholarship would be granted since Gavin already had

several hours of prior flight training. Gavin received a small scholarship from our local OPA chapter last year. With that scholarship and personal funding, Gavin had obtained nearly 30 hours. The process has been started for the funding transfer from EAA national to the chapter. That whole transfer process normally takes 7-10 business days for us to receive the funds. Gavin should be able to start flight training again the first of May, or there about. This scholarship grant should provide Gavin the opportunity to complete flight training and obtain a Private Pilot Certificate. I am excited for Gavin and for our chapter. As a chapter we can be proud that we are helping build our aviation community and the next generation of aviators. This will be our 3rd scholar in as many years and since the program started. We should be proud as a chapter of that accomplishment.

Dan Forney

EAA Chapter 902 Scholarship Coordinator

Log Book Memories

By Steven Miller

Well, I'm finally on my last page of entries in my log-book. This one is from October 2020: "

Local area, Lenhardt's, met Kim Elsy again. Smoky day."

As I remember, not the greatest day, still a bunch of smoke in the valley from some of the wildfires still smoldering. Still it was good enough to go for a joyride with Sully. I heard Len, in his Taylorcraft, landing at Lenhardt's and since I was nearby, I decided to drop in there, too. We were shooting the breeze near the fuel truck when I watched this fellow looking over my Cherokee. He perused the outside and leaned in the open door, checking out the interior. Being the helpful sort, I walked over to talk with him. He told me that he used to own this plane. That's when it dawned on me who he was. I said "Are you Kim?" (It had been 22 years since I last saw him. I drove him home after he delivered the Cherokee to Estacada for me in 1998.) He reminisced about some of the work he had done on it. He sprayed the paint on it in 1992 and showed me the spot where a foot long section of the blue stripe peeled away when he pulled the masking tape off (I always thought there was a little sag in the paint at that spot. Hardly noticeable). He also knew that there was only one radio left in from when he owned it. The Loran and old transponder were replaced in 2004 with a GPS and Mode C transponder. Now those are really getting old and should be updated but that King Com is still good. He took me over to his hangar to show me his

plane. Kim said he had taken a break from flying after he sold me his Cherokee but missed it after awhile and bought a Piper Arrow. Faster, but more maintenance.

It was nice to see Kim again and I think he enjoyed see his old bird still flying.



Safety Corner

By Ken Williams

There is another interesting video out from AVweb's Paul Bertorelli:

<https://youtu.be/mwpzTnLC8BY>

It is an interesting video where he goes into a lot of the information available about engine failures. So when do you think the highest likelihood for a fatal accident due to engine failure? Well if my training taught me anything—it's during takeoff. But when you look at the data only 34% of fatal accidents from engine failure happened during takeoff; compare that to 36% that happened during cruise. You heard that right, more fatal accidents happen when you have all the time in the world...

Think I need to not only worry about practicing an engine failure on takeoff, but need to pull the throttle out randomly the next time I'm on a cross country an see how well I do picking and reaching a landing spot.



What I've Been Up To

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

By Jerry Jerome

Wanted to give you an update as it's been awhile since I last provided any feedback on my RV3 'project'.

Progress has been continuing on my RV3 with the added oversight of Tim Mix of Mix Aircraft solutions, LLC. A Milestone was achieved around January when we got the engine running. It had been quite awhile since it was removed from a Cessna 172 (circa 1984) so I suppose this was something of an achievement, indeed. Special mention goes to Dan F and Cody W for their help in getting the CDI electronic ignition box relocated to behind the seat as the original location, although OK with the CDI ignition designer/company owner (Klaus Xavier of Lightspeed Engineering), was not OK according to master Mix and, apparently, FAA requirements - another case of too many cooks in the kitchen. In any event, after first engine run I've continued to expand a few of the engine instrument related aspects. After I got back from our Baja Mexico trip in mid March, I installed a fuel pressure sensor which connects to an auxiliary input on the EIS (Engine Instrument System) for fuel pressure data. Also got the firewall shields installed with hopefully adequate high temperature silicone for adequate fire penetration protection. Was able to configure the EIS and do an engine check today and things look reasonably well, although there is still some fine-tuning to do related to the EIS. I hope to get Aircraft flight related issues finalized by summer to hopefully begin initial taxi testing and initial flight- all things considered I've also attempted to get back into flight training although things are going pretty slow with tail dragger training at Lenhart airpark. I guess after being out of the loop for over 15 years this is to be expected. Any chapter help in this regard will be greatly appreciated. That's about all I can think of for now, hope this brief update is useful.

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).



Dues Aren't Due

In perhaps one of the few good things to happen because of Covid, the board has decided that we will not be asking for dues this year from our members.

New members will need to sign up but if you were a dues paying member last year, you are good to go. We are all hoping that rules for group get-togethers will loosen up later this year and we can start having meetings again and maybe even a BBQ.

—Take care.

Steve Miller

Treasurer

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 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; but not to the point that large fly-ins are possible. Hope that things will change and events can be held soon.



To:

First Class Mail

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Next General Meeting

Chapter 902

- **Wednesday May 12, 2020 @ 7:00 PM???**
- **Check in the March Newsletter for the final call if a meeting is possible**
- **Clubhouse at Mulino Airport**



Next Board of Directors Meeting

- **The board will meet next on May 19, 2020???** at Elmer's Restaurant—Clackamas 7pm