

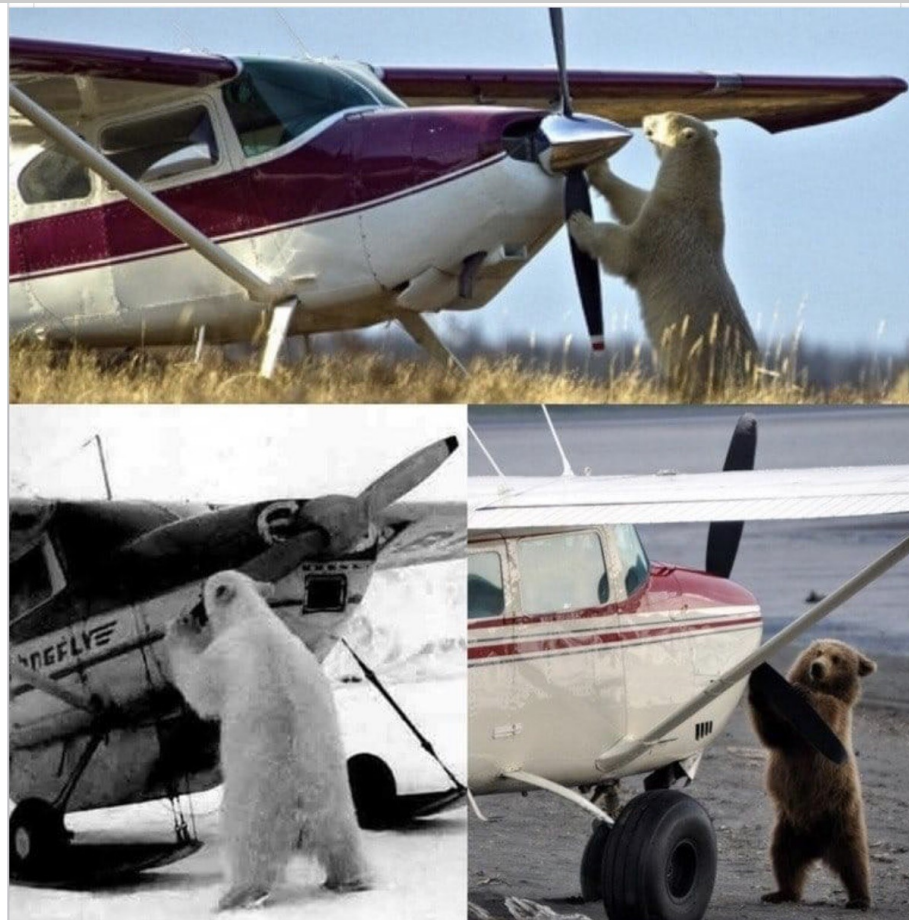


Squawk 902



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What's Inside:

Show me the Money	2
Low & Slow /YE Update	3
Ray Aviation Update	4

Safety Corner/For Sale	5
Calendar of Events	6



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Show me the Money

August 2021

Chapter Balance as of 7/31/2021 ----- 9,444.99

General Fund Balance as of 07/31/2021 ----- 317.00

Income ----- 0.00

Expenses PGE----- 31.58

General Fund

Balance as of 08/31/2021 ----- 285.42

Young Eagles Balance as of 07/31/2021----- 9,127.99

Income Y.E. Donations ----- 0.00

Expenses Gavin's flights ----- 1,860.00

Young Eagles

Balance as of 08/31/2021 ----- 7,267.99

Chapter

Balance as of 08/31/2021 ----- 7,553.41



Next Meeting

**WEDNESDAY, September 8th @
7:00pm**

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

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: Cub hand propping, submitted by
Mike Rhodes



Program Next Up

Doug S. giving us a look at his adventures in Alaska?

Low & Slow



by Henry Pflagl

Hello everyone. What wonderful weather we have been having. I hope you have been able to get out and enjoy it. Doug S. is on his second float plane fishing excursion in Alaska and TT is hiking in the Wallowa wilderness.

Our September speaker was going to be Doug S. giving us a look at his adventures in Alaska. He is not due to be back home until Tuesday night so I'm not sure if he will be able or not.

Young Eagles: This would be our last month for doing an event but at the present time we don't have any students lined up so we will start looking at the 2022 season and see what we can do to get more involvement in the program.

I have given fourteen years as your voice at the front of the room. I feel it is time for someone new to be head of the class and take the chapter in new directions. I am so proud to have been a part of a great group of aviators as yourselves, and will still be available to help as needed. The EAA is an outstanding organization and has been a big part of my life for many years. Thank You.

That's it for now, see you all on the 8th.



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

Another reminder that going forward, the official EAA Young Eagle app for coordinating all new 902 Young Eagle events and registering kids will be used. **All 902 members** that are willing to help **fly** or **ground crew** at **any** future 902 YE event will need to be registered via the <https://youngeaglesday.org> web site in order to allow the use of the automated features of the app.

If you haven't already done so, please register on the EAA web site <https://youngeaglesday.org> as a **pilot**, or a **volunteer** ASAP. It is a very quick, easy, intuitive and self explanatory process. There are videos available at <https://youngeaglesday.org/?yevideos> that explain and demonstrate the whole program and how registration is done, if desired or needed. It does not mention in

the video about registering as a volunteer for ground crew (I think that this may be an early video and possibly before some additional features have been added), but you will see once you get to the registration web site that there is a box to check if you just want to volunteer as ground crew at any future chapter 902 YE event. More than one box can be checked if you are willing and able to fly or ground crew.

Registering does not commit anyone to anything! It will just allow the automated features of the app at the time of an event creation to reach out to each and every 902 chapter registered pilot and volunteer to see if anyone is available and willing to help fly kids or work as ground crew for that **specific** YE event. Everyone will have the ability to accept or decline the request / invite for event assistance. This automated feature will allow the YE Coordinator to immediately see who plans to assist and in what capacity. If you are not registered to chapter 902 as either a pilot or volunteer, the automated features of the app can not be utilized to contact, confirm, notify anyone, or assign 902 pilots or ground crew members to an event.

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).

Ray Aviation Update

By Gavin Burn

In the first part of August, my flying consisted of flying to local airports, working on landings, and air work such as steep turns and stalls. The next task was to finish the second half of my dual cross country. For that flight, we flew in the evening up the Columbia River Gorge to The Dalles, then cut south to Maupin, and then over the Cascades back towards home.

After my dual cross country, I completed my first solo cross country by flying to Corvallis and Independence. It was pretty cool flying over Reser Stadium even though I'm a Ducks fan.

After being gone from vacation, I came back and we did a night flight and went to work on landings at Aurora and Mulino. I now actually prefer to fly at night because the air was perfect with no wind.

As of right now I'm still flying as much as I can. I am now involved in my instructors ground school and meeting every week with him and other pilots.



Safety Corner

By Ken Williams

I read the story below on the **reddit** sub r/flying. What I like about it is that it is a real case of Decision Making. He took all available information he could and made a judgment call. Was it the right answer? I have my thoughts, but it is also easy to criticize when you aren't involved, but what I do know is that he wasn't shy to abort and made the decision when not tasked with the aircraft. That I know he did that right.

Posted by u/Redsawx

Yesterday I performed my first aborted takeoff and while everything ended up working out OK, I wanted to write it up and get feedback on what I could have done differently.

I took out our club's Cherokee 140 for a flight 2 hours north of our home airfield with a passenger who already was a little scared of flying. I had flown this particular plane two weeks earlier, with no issues, but noticed in the maintenance logs a note that a pilot had reported a "shimmy" which the mechanics and maintenance officer were unable to replicate. I took mental note of this before leaving our home airport for the day. We had no issues on takeoff on the way out, and landing at the destination airport.

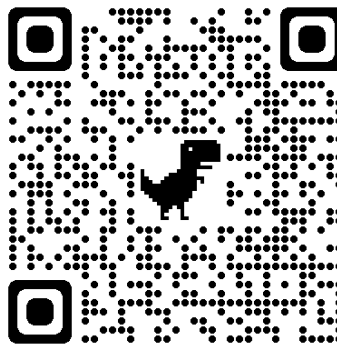
We had a great day at the destination, and I prepared the aircraft for our return flight uneventfully. After taxiing for departure on a 5200ft runway, completing all checklists, and receiving takeoff clearance, I started my ground roll at full power (normal takeoff config). At around 45-50MPH a truly massive shimmy started shaking the aircraft. Our liftoff speed is 60mph but the violent vibration/shimmy made the aircraft feel difficult to control and I immediately executed an aborted takeoff and hard braking action while attempting to keep us centerline. We still had 2/3 the runway remaining at the decision point which I like to think I took into account. I had briefed to myself that I was expecting liftoff at 1/3

the runway distance. At this point I actually thought I had blown a tire (I suspected the front tire) given the violent nature of the shimmy, and taxied to a ramp nearby. My concern at this time was landing at my destination with a blown nose tire.

As we were slowing and the vibration died down, I called ATC to report an aborted takeoff. They were amazing, and asked for the nature of the issue and if I needed emergency services. I said no, but we needed to taxi to a ramp due to a heavy vibration. I parked the aircraft, exited the plane, and examined the wheels, brakes, nose gear assembly+control rods, and found nothing out of the ordinary. I called our club's maintenance officer who suspected a bearing might have seized in the nose gear, or that I had accidentally placed downward pressure on the yoke on the roll. I concurred and wanted to give it one more try to see if the bearing had released given that all other reports of the issue were intermittent. At this point I was choosing between trying the takeoff one more time, and grounding the plane for something that might have just been pilot error.

Since we had to back taxi down 1/3 the runway to get to the end, I chose to do a faster than normal taxi, and found everything to be normal. I briefed a soft field type takeoff to keep weight off the nose and it went perfectly. The cruise home was un-eventful, except I was a little nervous about our landing, which I had decided was going to be a soft field landing. I could tell my passenger was a little nervous as well. I executed a soft field landing, aided by a 10kt headwind, and felt no vibration on landing.

I'm a relatively low-time pilot (~140hrs) so I would love to know what you all would have done differently!



For Sale

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



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 2021 Calendar

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.

September

11-12

[WAAAM Fly-in](#)

Hood River, OR (4S2)



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First Class Mail

Next General Meeting Chapter 902

- **Wednesday September 8th, 2021**
- Clubhouse at Mulino Airport

