

# **EAA CHAPTER 1128**

## **Two Harbors Helgeson Airport**

[www.1128.eaachapter.org](http://www.1128.eaachapter.org)

It's a lovely evening at the lake. Two swans glide across the still water and a loon sings for his mate. I have always loved birds, mostly because they can FLY! Our May meeting will be back at the **Two Harbors High School on Thursday, May 3 at 6:30**. The chapter board will meet at 6:00 and all members are welcome.

### **LAST MEETING**

The April meeting was in CLP headquarters thanks to Steve Wattnem. The Board heard the treasurer's report, \$2954.97 in chapter coffers. An open hangar grill out was suggested for the June meeting as a chapter picnic. Seth said he had access to a banner that could be used for this cookout, our annual pancake breakfast and other worthy functions. Speaking of the pancake fly-in, we did. We were reminded that the certificate from the MN Dept of Health needs time to accomplish. Seth mentioned that he had been providing extension cords for the coffee and food warmers and suggested the chapter should look into making a purchase. The treasurer cut a check for newsletter postage.

There were only a couple folks besides the board at the general meeting. We met Bill Gardner who just dropped in to see what an EAA chapter was all about. Seth announced the official dates for our pancake fly-in and the fly-in movie. July 12 and Aug 7 respectively. We talked about logistics and volunteers. Movie time started with the Venture North piece on Superior Dragonflyers that aired in 1998. We watched several 'Hints for Homebuilders' vids from EAA HQ and a bunch of clips of ultralights at Oshkosh. The spookiest video was the UAV (drone) call XB47. This futuristic jet with no windows rode the catapult off a carrier deck and returned to catch the three wire. It looks like the next generation of fighter pilots will fly their missions in a dark trailer with a Slurpee in hand. That picture makes me sad. For more than a century men have invented new and better ways to get into the air and now the most advanced aircraft will be flown from the ground! Bummer!

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Chapter 272 is presenting a novel fly-in drive-in experience on Saturday, May 30 at Bong. There will be a 5K challenge course for the athletic and food for the hungry. Breakfast and lunch! Ambitious. I bet they wouldn't turn away a helping hand.

Chapter 1221 is nearing completion of the Keleher Lark and scheduling another busy fly-out season.

### **ETC.**

Jake Hayes and family met at the airport to celebrate Jim Sr's 85<sup>th</sup> birthday. The Cherokee is back in Jim's hangar and he is flying every chance he gets. Fly on Jim!

Mike has taxied his F-1 Rocket and only needs a final engine tweak before she's ready to fly! Bravo Mike!

I read an interesting article in Kitplanes magazine call Hot Doggin'. The columnist, Sidney Mayeux is a highly experienced fighter pilot and instructor. His attitude towards hot dog behavior was obviously anti. Suffice to say the last thing you want to hear in the cockpit is the pilot saying, "Watch

this!". After he described a few episodes that ended badly I began to consider my own flying.

I built Miss Chaos because I have a strong desire to twist the horizon around the windscreen and pull some Gs. The Rans S-9 was designed specifically for aerobatics and she is well suited to the task but how well and how safely she performs is strictly up to the pilot. Being a single seater she doesn't allow type-specific instruction so I approached my first flight with care and a bit of trepidation. After hours of runway work the first flight was amazingly easy. During the test period I expanded the performance envelope with gentle nudges and we began to bond. When I had worked through every kind of stall I could imagine my confidence soared. I took some spin training and started to feel like a real fighter jock. I did some rather radical steep turns low over the airport when I knew people were watching. I buzzed my neighborhood with the excuse that a runway (marginal) was in reach. One beautiful afternoon as I cranked a 90 degree bank over my neighbor's boat house I realized that an engine failure at that point would result in me going swimming. The image of me trying to extricate myself from my belts and a rather tricky canopy while upside down in cold water made me shiver. I have survived some very nasty accidents while dirt biking, sky diving and hang gliding (in my youth), the last thing I want to do is add airplane crash to the list.

The old saying goes, "There are old pilots and there are bold pilots but there are no old, bold pilots." I am certainly in the old category so perhaps I have outgrown the other. I hope so. I still yank and bank to my hearts delight but I have a plan for emergencies and enough altitude to execute that plan. Of course I'm knocking on wood like crazy right now because there are unknowable variables in everything but preparing as best as I can must surely shift the odds towards my favor. And I enjoy the challenge.

Flying can be such a visceral rush that the calm, careful pilot can be pushed to the back seat by the invincible teenager that lurks in all of us. We need to feel him coming and slap that smirk off of his face. When I finally die I don't want to make the evening news. "Lunatic experimental pilot crashes home made flivver" can not be my epitaph. I have too much respect for the people who have spent their lives protecting our freedom to leave the planet at our convenience. It is a freedom we cannot take for granted. In a world where instant video access is the new reality we have to be aware that our actions are always under scrutiny. Just a few dramatic clips gone viral can cause permanent damage to our passion.

So go fly, love it, enjoy the challenge but leave the teenager on the ground. Burn rubber with your family car if you want to be a rebel but respect gravity, it never sleeps!

.....Happy Landings!.....