

EAA CHAPTER 1128

Two Harbors Helgeson Airport

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It's a little too warm for my tastes at the lake tonight. The ski trails and skating rink are suffering. The local swans waited until the day before freeze up to head south. I don't know how they knew. Our next meeting won't be a meeting at all, it's party time! On **Friday, December 9** we will get together at **Superior Shores** for a celebration of the season. The bar opens at **5:00** and menus will be brought around by **6:00**. There is no formal program so feel free to order when you get hungry or tear yourself away from hangar flying. We still have lots of room so bring friends. The more the merrier.

Last Meeting

It was still warm on November 3 when we met at the High School. Mike talked a bit about the work he had accomplished on Steve's Tailwind. Steve reported a balance of \$4624.02. in chapter coffers and we gave Mike the OK to spend some of that on gifts for the Christmas Party raffle. Steve also said he got an email from the State about confirming our non-profit status. Seth was tasked with auditing the checkbook. We decided to continue with the practice of sending bills for chapter dues with the newsletter. Mike told us the Lake Superior College flight department had moved to Duluth International near Cirrus. He also said Cirrus is close to receiving the Production Certification for the Vision Jet. When we talked about arranging tours for LSC and AAR (the airbus maintenance facility) Craig passed around his phone with a picture of the AAR hangar, (HUGE!). Seth reviewed upcoming programs including the screening of One Six Right at the January 5 meeting and Jake Hayes' Carbon Cub presentation on February 2. Airport scuttlebutt included Bud's frequent flights since his solo and Dan's running of his C310 (both engines). Dave said the motor for his C182 had been completely overhauled and was about ready to be reinstalled. Bob said the Pietenpol project was all moved to his hangar and Mike said he would be flying an LSC trainer to freshen up his tailwheel skills. Seth showed pictures from the first work on the Pietenpol and we all looked a lot younger. Dan talked about welding classes at his shop and had three custom torches with him. He had designed and built these models himself to improve current technology. Very professional work. When he polled the members for interest ten hands went up. He said aluminum welding could be covered as well and that led Craig to mention he had an English wheel and some hammer forming skills. (There is a lot of talent in this chapter). Seth ran an interview with John Monnet on the new Waix 'B' model and a 'Hints for Homebuilders' segment on lubricants. For the second month in a row we had a new attendee and Mike gave him the rundown on our chapter.

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Chapter 1221 is back to their winter schedule with meetings at 7:00 on the second Tuesday of the month at the Cloquet Airport. I suspect many of them are mounting skis on their faithful birds as we speak.

Chapter 272 just had a tour of the weather station at DLH and will have their winter banquet at Blackwoods in Proctor on January 21.

ETC.

The holiday season is upon us and I hope you all get to spend some quality time with your loved ones. It's easy to feel thankful when you filter out all the static of every day life and focus on family. The more love you give, the more you have, it's just simple math.

My winged family will spend a lot of the next few months in the dark but if you have cabin heat these cool days make for excellent performance. I showed up early for the last Airport Commission meeting hoping to log some flight time but the sun was awfully low even at 4:00. I didn't dawdle on the pre-flight inspection but I covered all the bases. Taxiing for runway 06 I had to hold my hand up to shield my eyes from the setting sun. The fellow shooting touch and goes in a Cirrus apparently didn't think his radio was important but I knew he was coming so it wasn't a problem.

Miss Chaos was off and climbing well before we caught up to his propwash and we out climbed the Cirrus by a good margin. It's good to be light, ask any super model. We chased the Knife river for a while snapping steep banks from left to right and pulling some nice 'G's. The thick, smooth air made carving turns effortless. When I looked back at the airport I noticed the wind sock light had come on and the ambient light was fading fast. Reluctantly we turned for home. I keyed the mic seven times and was rewarded with runway lights and strobes to counterpoint the coming night. The wind was gusty from the east but I chose runway 33 just because I love landing on grass. Dropping below the treeline put us in the agitate cycle of a front load washing machine so I terminated the landing just a couple feet off the surface. Bringing in full power I stayed level until I had generated all the momentum Miss Chaos could muster and pulled into a steep climbing left turn. The FAA will tell you maneuvering at low altitude brings a lot of pilots to grief but that is actually the definition of landing and I limit my low level antics to the runway environment. If I don't have a runway under me I want thousands of feet of soft air. This departure puts us over Dan Murphy's chimney and I leave full power in just for his amusement. On the downwind leg I glance to the west and don't see the setting sun, it's gone! At the appropriate moment I start a long sweeping turn through base to final and get ready to joust with the crosswind.

In an effort to limit the base-to-final stall/spin scenario the Feds are now studying the circle to land pattern and I wonder what has taken them so long. It's a no-brainer to me. In the flare I use a couple bursts of power to tame the gusts and we touch down smoothly. It's not full dark when I roll my girl into the hangar but close enough. I make a mental note to start earlier next time.

I'm so lucky to have an outlet for my super hero dreams. Flying Miss Chaos is complete immersion in the physics of flight. I barely glance at my instruments just to confirm what I am feeling. All of my senses send commands directly to my hands and feet without spending any time in the reasoning and calculating parts of my brain. I think that's why I feel so satisfied after a flight, a large part of my consciousness just goes on vacation, only the flying matters. I imagine everyone experiences this magic in their own way. I'm glad airline pilots spend a lot of time reasoning and calculating and I'm sure they get satisfaction from it but that's not for me. Remember Mighty Mouse? Every time I take off somewhere way back in my mind I'm singing, "Here I come to save the day!"

I hope your super hero dreams come true.

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