

# EAA CHAPTER 1128

Two Harbors Helgeson Airport

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

The full moon is shining on the snow outside my window and it looks like daylight. The last few warm days have reminded me that winter will soon be over and I'm itching to go fly. We can talk about it at our next meeting on **Thursday, March 7<sup>th</sup>** at **6:30** in the **Community Room** at **Two Harbors High School**. Bruce and Ray will bring treats.

## Last Meeting

The February get together was another good one. Seth had a slide show of pictures from the Naval Aviation Museum playing on the big screen as we filed in. Once we were all seated he showed a cool mash up of video clips from the internet. The theme was Other Forms of Flight and everything from base jumping to snowboarding grabbed our attention with fast paced thrills. The treasurer reported \$935 in the coffers after paying our yearly insurance bill. He then wrote a check for newsletter postage. We talked about our Heritage Days pancake breakfast and asked for a volunteer to send out the flyers. Bruce suggested avoiding competition from the Fire Department by switching to an evening meal. It was also suggested we try a different weekend. No motions were made. Seth brought up the possibility of sharing meetings with our sister chapters in Cloquet and the Twin Ports. We also talked about moving our monthly meetings back to the airport during the warm months. Seth gave an update on Airport Commission business including the new FBO hangar. He told us the IRRRB had committed 300 grand and MNDOT would pony up 370 Gs toward that project. It will be 80 by 100 feet with a door big enough for anything that could possibly land here. The wheels are all in motion and construction is slated to begin late summer 2013. Ryan told us that a 'U' control model kit had been ordered for our student out-reach project. He suggested flyers be hung around the school to get the word out. Brett said the School District had received a grant to facilitate inter-generational activity which might help our effort. Matt said he was working on another tour of DLH for the kids. The last one was a hit and this one could include the Air Guard base and possibly the new terminal. Seth put three private pilot test questions up on the wall and most of us missed at least one. Ron told the group about the Lark of the Lake and passed out fridge magnets to remind us of the dates for the celebration. Mike Shannon reported on the first flights of his Rans S-7. Seth asked all who had cool pictures or other digital aviation content to email them to him for inclusion on the Chapter website.

Craig Frey had a demonstration set up in the school wood shop so we adjourned but on the way there Brett showed us the headquarters of the school robotics team. We walked into a classroom jammed with robot parts. One student was soldering on a circuit board while a couple of teachers fielded our questions. We learned that there are more robotics teams in Minnesota than hockey teams! Also that no School District money is used for this program. Students must create a machine to complete a complex task from a box of parts and their imaginations. This is cutting edge education in Science, Technology, Engineering and Math (STEM) that is so important in today's reality. Fourteen kids are on this team and there are 180 teams in the state. The regional competition will be at the Deco on March 7,8 and 9 and everyone is welcome to attend.

When we finally got to the wood shop Craig schooled us in the science of the rivet. His depth of knowledge and easy manner made it an enjoyable learning experience. He showed us different types of rivets and different techniques used to set them. Each step was explained and then demonstrated. Brett and Katie Ferrari both tried the rivet squeezer on a test piece of aluminum. Craig really demystified the process and made us feel that this was a skill we could learn and actually use.

Chapter 272 is talking to EAA HQ about hosting the Ford Tri-Motor again this summer. They are hoping for July 12-14 to coincide with the Lark of the Lake celebration. Their meetings are still the third Friday of each month but there is discussion about changing the day of the week.

Chapter 1221 members are still enjoying Saturday fly-outs on a regular basis. Mostly on skis they flew to four destination in February. They must have good cabin heat!

**ETC.**

The Lark of the Lake was the first aircraft to fly in the Duluth area 100 years ago. Then she was brought to Florida where she became the world's first airliner. Carrying one pilot and one passenger she hopped between Tampa and St. Pete hundreds of times taking off and landing on the bay. Mark Marino and Tom Betts have been creating an exact replica in Mark's Hangar 10 at Sky Harbor and their craftsmanship is superb. This coming July 12<sup>th</sup> through 14<sup>th</sup> the Duluth Aviation Centennial will revolve around the Lark replica. If all the stars align properly she will take flight. I will spend Friday morning and all day Sunday working on our Heritage Days pancake breakfast but Friday afternoon and Saturday I will be at Sky Harbor. I believe many pilots in the area for the Lark celebration will fly in for our famous pancakes. It's only a 20 minute scenic flight and everybody's got to eat!

Driving up Airport road one cold day last week just before sunset I saw a plane in the pattern. I thought I recognized Ryan Murphy's Flightstar ultralight but the temperature was in the single digits, not prime ultralight conditions. When I swung into the gate I saw Emily standing there watching her crazy husband enjoy his frigid flight. He was so excited to get some airtime he actually forgot his hat on the first takeoff. He came right back for it. Oh, to be young again!

Monday was the second day all winter that I didn't ski, the other day was in January and it was raining! On this Monday it was warm and sunny turning a dusting of fresh snow to white glue on my cross country trails. I grumbled but then I thought, warm and sunny? Why am I not at the airport? The AWOS said 1 degree Celsius and winds 150 degrees at 7 knots when I got there, hmm....seemed warmer at home. I opened hangar 34 and let Miss Chaos feel the sun. I was tempted to just jump in and go but the poor girl had been sitting since November and she needed attention. I typically do my annual condition inspection before first flight each year and that means removing the cowl, checking prop bolt torque and numerous other time consuming tasks. With the hangar door open the sun was warm but the wind nipped. With the door closed there was no warmth or decent light to work. I climbed into the cockpit and made airplane noises for a while then went home. I usually don't write about almost going flying but this episode brought home a point to me that I wanted to share. The obvious one is that I'm too much of a wimp to freeze my gizzard to do the necessary work. The more important point is we need to do all we can to make sure each flight is conducted as safely as possible. I'm proud to say I see this culture of safety at our local airports all the time. I don't want to put a black eye on a sport I truly love so I can wait for a nicer day. Nicer days are just around the corner.

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