

EAA CHAPTER 1128

Two Harbors Helgeson Airport

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It's a little nippy at the lake tonight. I'm looking at the thermometer and wondering where all that extra mercury is hiding. The days have been getting longer for more than a month now so at least we're headed in the right direction. Our next meeting will be **Thursday, February 7th, 6:30** at the **Two Harbors High School Community Room**. The Murphys have volunteered treats for the meeting.

LAST MEETING

The January meeting was in the comfy library at the high school and was well attended. Seth showed a video of the space shuttle taking its last ride on the back of a 747 then crawling along city streets with inches of clearance on either side. The treasurer reported \$1200.05 in chapter coffers, he couldn't say where the nickel came from. Mike reminded all members to pay dues and then gave out Chapter Service Awards. Bill, Seth, Engine and Mike himself accepted pins and an official looking document. Mike asked for volunteers for our MNdot 'Adopt an Airport' ongoing effort and a volunteer for next month's refreshments. Seth wondered if anyone would be interested in being a Chapter Historian. Mike read some responses from our member survey. Many members expressed an interest in hands-on type activities. Craig Frey said he could do a riveting demonstration and got a lot of enthusiastic nods. Ron Blum mentioned a power point presentation he could do and that reminded me that I have all the Rans S-6 construction photos on a disc that I could share thanks to the great technology at the school. Seth ran a short quiz on stalls which started a spirited discussion. Mike asked the members involved with our student outreach-model airplane project if they might get together right after the main meeting to gel their efforts. Seth made a formal motion to commit chapter funds to the first model, all hands went up. Engine brought the official EAA video of the Memorial Wall dedication and we all saw the tribute the chapter had made to our long time president Dan Anderson. We all left our seats and gathered around a table for Mike's hot-wire demonstration. He had templates for a Long EZ canard and a block of blue foam. He explained the process in detail then, with Dan Murphy's help, proceeded to produce a part. Very cool.

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Chapter 1221 continue their busy Fly-out schedule with two upcoming events. On Feb 2 they will be flying to Famous Dave's and on the 9th they're off to Indian Lake. If you would like to participate contact their president at hongistomichael@aol.com.

Chapter 272 just had their annual dinner and though I haven't heard a report I'm sure they had a grand time.

ETC.

Mike Shannon has received the airworthiness certificate for his pretty Rans S-7 and has made a successful first flight. Way to go Mike!

I stopped by the airport the other day and every surface is covered with ice. The ice has a skim of snow so traction is nil to worse. Conditions change quickly this time of year but it would be wise to check before you attempt to land or taxi.

The Two Harbors City Council has entered an agreement with Casey Komarek to take over the duties of Airport Manager starting February first. Maybe Dick can finally get some rest.

The fiberglass engine cowling on Mike Busch's F-1 Rocket has kept him busy of late. These temperatures are not conducive to composite curing so everything takes longer than expected. I checked his work recently and it is, in my un-expert opinion, flawless.

I spoke with Dale Nordwall at his winter home in Lakeland Florida where he volunteers a lot of time at the Sun-n-Fun site. He told me he had recently experienced some stick time in a Stearman. I bet I'm not the only one who is jealous.

I saw a Nova broadcast recently called 'Rise of the Drones'. Unmanned Aerial Vehicles (UAV) are becoming the darling of the new millennium. The military is well on the way toward a pilotless Air Force and every law enforcement office in the country wants at least one. Watching the show gave me the creeps. All attention was on new and better surveillance of things on the ground. As far as I could tell they didn't even have the capability to look for other air traffic. In the whole one hour program it was not mentioned once. This is the aerial equivalent of barreling down the highway in a semi loaded with explosives and only looking straight down at the stripes to keep you on the road. I don't want that in my airspace. And when they started talking about making them autonomous several scary science fiction scenarios suddenly seemed a lot closer to science fact. I wonder if I could mount missiles on Miss Chaos (for self defense of course).

Speaking of Miss Chaos, the poor girl sits alone in a dark hangar waiting patiently for some global warming. After all this below zero stuff 35 above will seem like summer but I must be vigilant when we next attempt to escape the planet together. One recent January thaw found me taxiing through a puddle to get to the runway. The sun was shining and the flight was everything I hoped it would be. Little did I know that while we danced the bearing my tailwheel pivots on was freezing solid. A large majority of the hours in my logbook are in taildraggers and I don't find them particularly challenging but lock the tailwheel steering and things can get exciting fast. Trying to use the adverse yaw of the ailerons for steering had us impersonating a Keystone Kops car bouncing from one wheel to the other. I stayed very light on the brakes for fear of nosing over at landing speed but they did help with directional control. By some miracle we did not depart the pavement for the snowbanks but I was sweating bullets by the time we stopped. Just taxiing back to the hangar took a half hour and all the expletives I could shout. Ah, the memories! Suffice to say if I can't taxi to the runway without getting something wet my first flight of the year will be postponed.

I hope you are all planning to slip the surly bonds as soon as conditions permit, winter won't last forever.

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