

EAA CHAPTER 1128

Two Harbors Helgeson Airport

www.1128.eaachapter.org

Since we don't seem to be having a summer this year we are also forgoing our July meeting. We will, however, be getting together at the airport on **Friday, July 11th at 9:00 am** to set up tables and chairs for our famous **Pancake Breakfast Fly-in**. Then of course on **Sunday, July 13th** to operate said breakfast. Please come out and pitch in, the more help we have the easier it will be. The weather will be perfect and we are heavily advertised so there will be scads of cool airplanes on the ramp and lots of interesting hangar flying.

LAST MEETING

The June get together was well attended and packed with information. The treasurer reported \$1866.58 in the chapter coffers. Mike suggested we complete our Student U control project by sending certificates to the kids who built them and supplying the accessories needed to fly them. The membership agreed. He also updated us on a coming Young Eagles event at Sky Harbor and an open house at the Duluth home of the Commemorative Air Force. Seth updated our event calendar reporting the Hangar Dance is canceled for this year but the fly-in movie will show "Fly Away Home" on August 9th. Mike recapped the Bong Heritage Museum tour and Dale said the US Air Force still owns the beautiful P-38 that is the center of that attraction. Seth showed a couple of "Hints for Homebuilders" videos and we all learned something. Then Mike gave a great hands on demonstration and explanation of aircraft fasteners and we all learned some more. We reviewed our responsibilities for the Pancake Breakfast and all admitted looking forward to it since it has become the signature event for our chapter.

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Chapter 272 had another Young Eagles flight last month and participated in awarding Aviation Merit Badges for 25 Boy Scouts.

Chapter 1221 had a barbeque and has a full slate of fly-out activities for the summer.

Both of our sister chapters are full of good folks and accomplished pilots and they always welcome guests.

ETC.

I read a lot of aviation periodicals and this month's issues had articles of particular interest to our members. Powered Sport Flying devoted an entire page to the Aerolite 103. They said it was the hit of the big Aero show in Germany this spring. Many European countries are crafting their own versions of the FAA's part 103, very light regulatory burdens on very light aircraft. Instead of the 254 pound weight limit we use they are going for 120 kilograms so the airplane is called the Aerolight 120 in Germany. According to the article there was a constant mob of potential buyers around the Terry Raber design which has about 400 copies flying in the US. Bud Gorman keeps his hangared at our airport and she is a sweet flying machine.

In Flying magazine this month Dick Karl devoted his whole column to Atlas Air, the employer of our own Matt Ferrari. He raved about the heavy lifting capabilities of their fleet of 747s and Dreamlifters and joked about his poor performance in their simulators. (Didn't mention Matt.)

Despite less than perfect flying weather I have been leaving the planet and my cares behind on a

regular basis. The best thing about my summer job is it's proximity to our lovely little airport. Even if I'm too pooped to fly on any given day I can still keep tabs on the activity. Jake Hayes has been taking a lot of vacation days in hangar #10 and his Carbon Cub is really coming along. Deep into the fabric covering phase his skills with the paintbrush, the pinking shears and the iron are getting a workout. His engine has just arrived too so the firewall forward fun will soon commence. Right next door in hangar #11 the Piper Aerostar project has been painted and taxied and she looks airworthy to me. Dog tested, dog approved! Mike has been fussing with fairings on the Rocket and they are approaching his level of perfection. He has been at "Ninety percent done and ninety percent to go" for so long now that second percentage figure is shrinking rapidly.

Monday after work I checked the homebuilder's progress and then pulled Miss Chaos out into the fresh air. I was going to say I pulled her out into the sun but there was none. Watching the sky from work I saw several cumulus build ups, a couple even spawning anvil tops so I assumed I wouldn't be aviating but now the sky was a watercolor study in shades of gray with only a few cummies so off we went.

Flying is a famous stress reliever and I noticed the process beginning even as I did the pre-flight inspection. Touching and examining all her beautiful curves and edges just relaxes me and puts me in the mood for flight. Even after all these years together I still thrill at her perfect simplicity and surrender to her charm. If you take anthropomorphism to the extreme as I often do you might call it foreplay. When at last we launched it was into butter-smooth air and the dance began. Huge wingovers left and right went past the vertical and the G meter started to swing. Fog swept a few hundred yards up the shore but it was low and local. Diving for speed I pulled her pretty nose up to vertical and chuckled as the airspeed neared zero. Hard left pedal brought the green back into view and the chuckle turned into a laugh. My friend Jim Batzli once said "You drive that thing like a dirt bike!" He's probably right. After a half hour of cavorting beneath the clouds we headed back to Helgeson to shoot landings on the grass. The light crosswind was just a good excuse to fly crooked on final, (that dirt bike thing!) My recent experience with going Zen before touchdown seems to be paying off. Less is indeed more when reconnecting with the planet. The first landing was so smooth I did two more just for fun. I like to let the speed build up in ground effect before pulling up to go around again. After the third greaser I decided going for four might be pressing my luck so we taxied back to the hangar with contented smiles. Loosening my shoulder straps as we rolled I started thinking about all the other stuff I had to do here on the ground and I briefly considered just going back up until dark. When I'm flying that is *all* I am doing, there are no deadlines or schedules and no confusion over priorities. It's just me and my girl exploring parts of the world others only dream about. It still seems like magic to me even though I study the mechanics of flight and I appreciate the science. When I'm at the controls I literally control gravity and that's a powerful feeling. Many pilots enjoy other aspects of the art, efficient travel, excellent employment or great utility but I'm in it for the magic. Harry Potter's got nothing on me and Miss Chaos is way more comfortable than a broomstick.

Far be it from me to tell anyone what to do but if you find yourself in a rut or unfulfilled in some way you really ought to give this aviation thing a try, it works for me. Every time.

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