

EAA CHAPTER 1128

Two Harbors Helgeson Airport

www.1128.eaachapter.org

It's starting to green up around the lake, finally! I'll get out the mower when it stops raining. Our June meeting will be in hangar 12 at Helgeson International. It's our famous **Open Hangar Barbeque!** We will arrive about **4:00** on **June 1** so we can move tables and grills. We expect to start serving burgers and dogs to a hungry fly-in crowd at about **5:00 pm**. There will be potato salad, beans chips and other summer goodies. Tell all your friends the food is on us, we want a good crowd.

Last Meeting

Our May meeting at the high school started with the treasurer reporting \$4217.20 in the bank. Seth reminded us of the upcoming BBQ and said he had invited the local politicians. The new mayor, Chris Swanson is on track for private pilot credentials with a successful written exam. Nancy Smith's hangar was suggested for the cook out and Bud volunteered to ask her. Dairy Queen will be our source for the meat and we got volunteers for beans and potato salad. The Duluth Airshow on June 3 and 4 was mentioned. We talked about our pancake breakfast on July 9 and decided to do the set up on Saturday the 8th at 9:00 am and the tear down on Monday morning at 9:00. Bruce suggested we check the condition of the pancake griddles well in advance. Our semi-famous Fly-in Movie will happen this year on August 11th at sunset. Seth suggested we fire up the grills for that night as well. Bud mentioned questionable wind speed numbers broadcast on the AWOS and Seth said the Commission had reported this issue to Casey. Casey said a technician from MNDOT will check all the AWOS equipment soon. Seth showed some photos from our tour of Lake Superior College Aviation Division. Mike talked about the new FAA ruling informally called Basic Med and suggested we educate ourselves before deciding to participate. He also mentioned our tour of the Rock Solid Robotics lab and asked if the chapter might wish to contribute to the program. Steve said Co op Light and Power could possibly match any donation we might make. Dave said he was working on a chapter fly-out to Grand Marais for some scenic airtime and a delicious lunch. Mike shared his trepidation about a Service Bulletin from Continental that would effect his big bore power plant. Seth showed a video from EAA in which president Jack Pelton described improvements to the field at Oshkosh and announced the last meeting of the Apollo space program's principal players. We also got a video tour of the U.S. Navy Museum and the marvelous sea-plane facilities in Tavares, Florida. The "Hints for Homebuilders" tip for the month showed a clever band saw accessory for cutting thin material. We tend to pack a lot of information and entertainment into our meetings and this was certainly no exception.

341

Chapter 272 is planning another big Young Eagles event at DLH with help from Cirrus and Lake Superior College. They might reach 100 students this time!

Chapter 1221 is back on their summer schedule with meetings the second Sunday of the month in hangar 1221 at Cloquet.

ETC.

The Duluth Airshow will be a really big deal on June 3rd and 4th. It is rare for two military demonstration teams to appear at any show but the Blue Angels and the Canadian Snowbirds will top the ticket. I usually pass on the Duluth show because I will see the same stuff at Oshkosh but this year I might make an exception. It's probably not possible for a wing-nut like me to get too much airshow.

I still have my laminated Vendor Pass from the 2001 Duluth Air and Aviation Expo. Superior Dragonflyers had a static display at that event and we were there open to close both days. I delivered the Dragonfly on Friday morning and it was quite the flight. I phoned the tower from Superior to get my clearance because it was difficult to change frequencies on our radio in flight. With a cruise speed of about 40 mph the tug was not a cross country machine and it seemed like I floated over the St. Louis river for an hour. The view from the wide open cockpit was a technicolor treat and I remember looking down to see a great blue heron pacing me for a while. By the time I reached the antenna farm the tower called to ask where I was. He seemed a little terse so I bumped the throttle up to a blistering 44 mph and when I passed over the mall he said he could see me. When he said, "Dragonfly, you're cleared to land runway niner." I busted out laughing. I had over ten thousand feet of perfect pavement all to myself when I could easily land on the 150 foot width. I spotted our assigned area and picked the closest turnout but my brain couldn't grasp the enormous dimensions so I found myself ready to land with about a mile to my touchdown point. I hit the throttle again and zoomed, five feet high, to a more respectable distance, landed and turned off. Tower said, "Taxi to your tie down area." but it sounded more like, "Get the hell off my runway!" Before I had gone 100 feet a 727 screamed in behind me and another one followed very soon. No wonder he was impatient with my little flying tortoise.

We had a fun weekend, signed up some prospective students and even sold some shirts. At one point we were interviewed on camera for an iron range TV channel. The Blue Angels were their usual noisy, spectacular selves and Fat Albert, their C-130 crew craft did the JATO take off. They don't do that act anymore. Probably someone from the FAA thought that having a four engine transport go straight up on a tail of rocket flame was dangerous. My most vivid memory from a weekend full of remarkable memories was of the Collings Foundation B-17 doing a high speed pass just above the runway. The roar of those four big round engines was unforgettable.

After the show ended on Sunday I loaded Craig in the back seat and taxied for departure. The Blue Angels were doing the same and I was so blown away by their proximity I missed the taxiway and had to get out to push the Dragonfly backwards. We used the crossing runway to depart and I let Craig do the flying. The ride was even more scenic because all I had to do was sit and look.

My work with Superior Dragonflyers fills nearly a whole logbook and it will always be a high point in my life. Here's wishing you many aviation high points and.....

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