

EAA CHAPTER 1128

Two Harbors Helgeson Municipal Airport

www.1128.eaachapter.org

Winter is doing an encore tonight at the lake. It seemed like summer there for a while but now it's snowing and blowing and generally acting like March. Relief is on the way however and her name is April. Our **April** meeting will be on **Thursday** the **5th** at **6:30** in the pilot's lounge at beautiful **Helgeson International**. It's movie night!

LAST MEETING

The March meeting started with a theatrical flourish as the president (Mike) asked the newsletter editor (Engine) to stand and receive the "Presidents Award for Newsletter Excellence". It was all in fun of course but it set a happy tone for the proceedings. Down to business the names and addresses for the 2012 official chapter roster were collected. The thank you card for Barb Anderson was passed around for signatures. The treasurer (Bill) reported \$1105 in the bank account then wrote a check to Engine for the cost of publishing the Oshkosh Report. The vice president (Seth) told us about his work with the City Council on the possible construction of a commercial hangar and their quest for funding from various governmental entities. He also said the new FAA funding bill just passed by congress contains language easing restrictions on hangar homes at small airports. The city plans to ask for clarification from the FAA and MNDOT with economic development for the city, county and airport as the goal. Mike was wearing a spiffy name tag and suggested we all might wear one since we have seen a few new faces lately. Engine showed the plans and construction manual for the Osprey II and we talked about how we might get students involved in such a project. Matt said he was considering doing some spin and upset recovery instructing and immediately got two students. Mike told us about the Composite Construction workshop he will be presenting at the Chapter 272 hangar on April 28th and 29th. Hangar flying and doughnut munching consumed the rest of the evening.

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Three for one. In the true EAA spirit of innovation and cooperation three chapter presidents sat down recently to see how they could work together for our common cause. Mike Busch from 1128 in Two Harbors, Bill Irving from 272 in Duluth and Michael Hongisto from 1221 in Cloquet talked about the benefits of chapter cooperation. One of the best ways to get connected is to share each others news so from now on paragraph 341 will address that mission. First, a short introduction.

Chapter 272 is a well established organization with a beautiful hangar/clubhouse at Superior Bong Airport. They are one of the most successful Young Eagles chapters, hundreds of kids experience their first flight every year thanks to 272s programs. There is also an endowed scholarship program that helps some kids with the next step towards becoming a pilot. They have numerous fly-in-and-eat events each season and have hosted visits from EAA's B-17 and Ford Trimotor. Meetings are the third Friday of the month at 7:00 p m and everyone is welcome.

Chapter 1221 is based at the Cloquet-Carlton County Airport (COQ). The chapter is relatively young but very active. They do a lot of Saturday fly-outs exploring the local area and many of their aircraft are homebuilts. This month they are having their meeting at the Duluth International control tower on April 18th. They usually meet on the second Tuesday of each month at 7:00 at COQ.

Upcoming chapter 1221 events include:

April 7, Moose Lake Caveman Run (So easy even a caveman can navigate it!) Launching at 10:30 the short trip will include a tour of the new Moose Lake terminal and burgers on the grill back at COQ.

April 14, Lunch at Bowstring. Wheels up at 10:30, full bellies by noon and a celebration when the last pilot returns to Cloquet.

Look forward to updates on our sister chapter's activities each month and by all means, show up and participate. I guarantee you will make new friends.

ETC.

EAA, AOPA and all the other alphabet groups in aviation are always pushing for more people to become involved, more pilots, more members. I think there is only a small percentage of a percent who will ever dive into this passion no matter how loudly you shout and that's really okay. I see motorists every day texting and eating and steering with their knees and I don't want to see them in my airspace. That being said, there are many who would be good citizens of the sky and want to do it but can't see a way to dedicate the time and money it takes to do it right. So they never start. I was in the same pickle thirty years ago; young family, full time job, limited resources and a burning passion. Here's how I worked it out:

The FAA says you must have 20 hours minimum to test for Sport Pilot or 40 hours minimum for Private Pilot but they don't specify how long you can take to get those hours. If you log an hour of flight instruction today it will still be an official hour ten years from now. With that in mind I set my sights low and focused on one hour at a time. If I skimmed on lunch or skipped it completely for a couple of weeks I took that cash to the nearest airport and bought an hour of bliss. Each lesson fueled my desire and kept me motivated. Many so-called experts say this method is a waste of time because you will spend so much of lesson four reviewing lessons one through three but if you replay those hours in your head and retain what you have learned you can avoid that trap. Another benefit I found from catch-as-catch-can learning was flying with several different instructors, each with a unique style and perspective. I bought the Gliem book of questions and answers for the written test and quizzed my mentors when I couldn't grasp a concept.

It took me more than six years to accumulate my forty hours but when I flew the Cessna 152 from Sky Harbor to Superior for my check ride I knew I was ready. Bill Amorde's first question for me was "How many hours do you need to qualify for this test?" When I said "Forty" he pointed out that I had only 39.8 logged. "Uh," I stammered, "It must have taken .2 for me to fly across the harbor this morning."

"Well, log 'em" he said and that's when I knew he, like my best teachers, really wanted me to succeed. The oral portion of the test was long and comprehensive but this was not a new language for me, I'd been reading and studying and dreaming it for years. The flight test was a little uncomfortable but only because it was thirteen below zero. Flying with Bill is always a learning experience and even though he was testing me he was also teaching me.

That was one of the best days of my entire life and I never had to write a check for several thousand dollars or cancel a family thing for a scheduled lesson. I substituted patience for prosperity and I persevered. And you can do it too. If you really want to climb this mountain, you will find a way. And the view from up here is worth every step.

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