

# **EAA CHAPTER 1128**

## **Two Harbors Helgeson Airport**

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

It's a sloppy mess at the lake tonight, snowball sized snowflakes. I just drove home from the Airport Commission meeting and I wasn't sure I would make it. With the horrible visibility and the greasy surface I was down to 20 mph for the last few miles. Our next meeting will be on **Thursday, March 2<sup>nd</sup>** at **6:30** in the **Community Room** at **THHS**.

### **Last Meeting**

We had a good turnout for Jake Hayes' Pretty Good Presentation (his title) about building a Cubcrafters Carbon Cub. First we did some business. The treasurer said we had \$4381.19 in the bank then collected some dues and wrote a check for printer ink. Seth reminded us that our Open Hangar event this year will be on June 1<sup>st</sup> starting about 5:00, our pancake breakfast will be on July 9<sup>th</sup> from 7:00 to noon and the Fly-in Drive-in Movie will happen on August 11<sup>th</sup> at sundown. He suggested a barbeque before the movie to possibly boost attendance. Mike said the Lake Superior College tour is on for Saturday, March 11 at 1:00 and the AAR tour could happen on a Sunday in March. Cirrus is so busy building jets that they aren't ready to commit to a tour right now. Seth said he is making contact with some local folks about starting a flying club at our airport to reduce expenses and provide a support network. Group fly-outs were discussed and Dave said he would make some inquiries. Mike told us about the EAA Leadership Academy on April 18-20 at Oshkosh. He has attended twice and recommends the experience. He also said he is working to set up a 3-D printing demo for our April meeting and spoke about Dan Murphy's patent work for his new welding torches. Seth showed a Hints for Homebuilders video about 3-D printed aircraft parts and the astounding array of such parts at EAA headquarters.

Jake must have spent a lot of time on his power point presentation because all the details were covered in depth. He said precision parts manufacture and extensive use of carbon fiber cut 160 pounds from a standard Super Cub airframe. Being one of the first to build the Carbon Cub he actually played a big part in editing and improving Cubcrafter's manual. He was impressed with the factory's willingness to work with him on the process. The result is an outstanding performer and super clean airplane. His last clip was a video of a ridiculously short take off and steep climb out. He even broke down the time and dollars invested. When asked if he was happy with the result of his effort his one word answer was, "Yes!"

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Local delivery pilot Joe Thorne gave a presentation to chapter 272 at their last meeting. His tales of ferrying aircraft to the far corners of the globe were interesting and at times harrowing.

Chapter 1221 meets on the second Tuesday of the month, seven o'clock at the Cloquet airport. Their many ski equipped aircraft have had a tough time finding snow this year.

### **ETC.**

There was plenty of snow on Fish Lake last Saturday for Mike and Liz Shannon's annual Fly-in

Chili Feed. A bunch of ski-plane pilots found the blue skies and warm temperatures irresistible. The home built aircraft were very young compared to the certified examples including an Aeronca Champ in military livery, a 1953 Cessna 180 and a pre-war Piper cub. As usual Mike and Liz went way beyond hospitable and their lovely lake home was filled with good food and happy conversation. Many of us took the long and winding road option and one pilot, Rich Mattson crossed several local lakes to show up on his snowmobile. However one arrived it was well worth the effort.

On the way home I could not resist stopping at the airport to check on my poor hangar bound ladies. The breeze was fresh but straight down the runway so I decided to give Miss Chaos some exercise. She had been sitting for months and fairly waddled as I pulled her out into the sun. It took a minute to realize the waddle came from flat spots on her tires. I gave her a thorough inspection and stepped up on her wing. Like a loved one who has been away her sexy lines fired my emotions and I slid down into the cockpit with a tremble of anticipation. She didn't resist. With three shots of prime and two tugs on the cord she came fully to life. Controls fell easily to hand and we began the familiar tail-dragger swagger towards the runway. Pulling the harness into a tight embrace around my body I let the horses loose and the cool, high pressure air lifted us skyward. The feeling was so familiar yet as unique as a first kiss. We soared and swooped over the white snow and crystal blue lake barely able to contain the joy in our intimate dance. Like most of our flights the destination was reached the moment we left the ground so the direction of travel was in constant flux. When at last the fuel got low I reluctantly pointed my girl at the airport and announced the approach. I heard Dave Smith say he was inbound in the ski equipped Cub as we turned onto final. Hard surfaced runways with snowbanks on the side make me a little nervous but Miss Chaos forgave my clumsiness and did a nice tap dance on the asphalt. I was all smiles and sighs as we taxied back to her room. It had been a very rare February outing but jumping down from the wing it could have been any month in Minnesota. With a pat on the cowl and a kiss on the spinner I tucked her in next to Fifi and promised to return soon. I have enjoyed many blessings in my life but these special moments with my girl are among the very finest.

I hope you get to visit the love of your life soon and.....

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