

EAA CHAPTER 1128

Two Harbors Helgeson Airport

www.1128.eaachapter.org

It has been a wet, dreary day at the lake. Good time to sit and write. Our next meeting will be a special treat. We have invited all our neighbors to open their hangars to share the treasures within and then share a meal with us. The **Two Harbors Helgeson Airport** will be the where obviously and **5:00** will be the start time though I'm sure the grills will be running until everyone is fed. The Chapter is providing the food so you just need to bring an appetite.

LAST MEETING

The Board convened at 6:00 and heard the treasurer report 21 paid up members and \$2872.97 in the bank. Seth said the Health Department had blessed our July pancake breakfast and the insurance was in place. The particulars for this month's Open Hangar cookout were firmed up and volunteers stepped up to bring the grub. We decided our chapter meetings for July and August would coincide with our airport events. In the general meeting Mike told us about chapter 272's recent Young Eagles event. They flew 56 kids and Mike hauled his share in Jerry's Skyhawk. He also asked for volunteer help for the "Insane Inflatables" event at Superior and for the Chapter 1221 Young Eagles event on May 16. We heard that founding member Matt Ferrari was upgrading to Captain on the Boeing 747 and 757. Our other pro pilot, Jake Hayes has also upgraded to the Airbus A300. It was reported that 100LL fuel had finally come down in price at our self serve pumps. The topic of membership and attendance was discussed in depth and some solid ideas were presented. Our video entertainment included an interview with a 91 year old pilot who flew the last combat mission of WWII. He was very sharp and articulate and his story was amazing.

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Chapter 272 has been busy with Young Eagles and hosting the Inflatable endurance competition. Their Aeronca Sedan project continues to involve local youth in the details of airplane construction.

Chapter 1221 celebrated a birthday and hosted their own Young Eagles event so far this spring. They also have their typically ambitious fly-out schedule.

ETC.

I took Miss Chaos for a spin after work one day last week and as soon as I left the ground I realized it was a bad day to fly. The wind on the ground was a little variable in direction and velocity but in the air it was totally trashy. As soon as I had a free hand I yanked my shoulder harnesses as hard as I could but I was still banging my head on the canopy with annoying regularity. Fleeing to the big lake for some relief from the turbulence I encountered updrafts topping 1000 feet per minute. The landing approach was a full immersion experience. Constant inputs with both hands and both feet finally got us on the grass with all but my dignity intact. As bad as the experience seemed at the time I have been enjoying telling people and I'm glad it's in my logbook. Flying! Even when it's bad, it's good.....Happy Landings!.....