

EAA CHAPTER 1128

Two Harbors Helgeson Airport

www.1128.eaachapter.org

It's a little chilly at the lake tonight, I fear those beautiful flying afternoons are all but done for the year. Dress warm! Our next meeting will be on **Thursday, November 5th at 6:30** in the **Community room at Two Harbors High School**. I must also remind you that our December meeting will be our annual Christmas Party at Superior Shores. We have a big comfortable room reserved and the menu is excellent so make plans now to attend and bring family and friends.

Last Meeting

Mike skipped the usual board meeting and launched right into what became a long, frank and productive series of discussions with the members about the future of the chapter rather than nominating candidates for next month's scheduled election. After summarizing the chapter's many and varied accomplishments over the past three years Mike asked, "Where is the chapter going? Who are we? Why do we need an EAA chapter?" He said he was concerned about falling participation in the monthly meetings and even though we still have strong support from established members we seem to have lost momentum gaining new members. Several good ideas were put forth to increase our public profile at Heritage Days, on the new Public Radio station and even at the County Fair. The possibility of a new meeting venue at the airport was discussed at length.

Seth said he would be meeting with Casey and City Administrator Dan Walker to talk about future projects and programs at the airport. He also reported that the County had made a four thousand dollar contribution to the airport budget, much reduced from past levels but far better than nothing. Dan shared a video about how aluminum spinners are spun, interesting. Seth showed the EAA monthly Video featuring news from the head of Chapter Activities, Charlie Becker about a new Chapter Advisory Council; a story about Burt Rutan and a "Hints for Homebuilders" piece about aircraft fabric testing. Another good meeting.

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Chapter 272 toured the composites class at WITC last week. Aircraft construction is the focus of study.

Chapter 1221 is already planing ski-plane fly-outs I'm sure.

ETC.

Mike Busch did an interview on the new Two Harbors Public Radio station last Monday talking aviation and promoting our efforts. Is there anything he *can't* do? Thanks Mike.

I saw Jake Hayes' Carbon Cub the other day. With the wings on and the motor hung it looks very close to done. Those of us who have built them know looking close to done can be deceiving but he makes progress every day. I also saw Carl Murphy's Flightstar after a long refit. It looks really sharp and will probably fly soon. Bill and Bob continue their efforts on the Corvaire Peitenpol.

Recent pleasant weather has seen a lot of airport traffic and our members have been enjoying their wings. Bob Luedtke took his trusty Tomahawk for a ride, Mike Shannon has been working his

pretty Rans S-7 and the ultralights have been out in force. One afternoon I chased Bud Gorman's Aerolight around the pattern while Ryan Murphy and Mike Shannon took their turns at runway 15. It really does my heart good to see our pretty little airport being used safely and politely and appreciated by all aviators.

I just solved a little mystery concerning Miss Chaos. Weeks ago I enjoyed a happy cavort in smooth blue skies after work but discovered a wet patch on the shoulder of my T shirt when I landed. I carry a bicycle type water bottle and I thought I must have missed my mouth with a squirt. The next time we hit the sky Miss Chaos was feeling very frisky so we wrapped the horizon around the windscreen with abandon. During hi G right turns I felt drips of something on my right shoulder. The only liquid my girl carries (beside the water bottle) is fuel so I became a little concerned. On the ground I examined the stain on my shirt but found no fuel odor. Still I checked all the fuel lines and connections in and around the cockpit and found no leaks. I was completely baffled. I began flying with a towel over my shoulder but that wasn't really a satisfactory solution.

The answer smacked me in the face as I prepared dinner one evening. In my mind's eye I clearly saw my headset hanging from the cockpit brace in front of me. The right ear cup seemed a bit deflated. The picture had not registered as I sat in the cockpit but here in my kitchen it was as clear as a bell. It had never occurred to me that the ear seals must be gel filled and that was the other liquid in the cockpit. I got a deal on this headset at Oshkosh about fifteen years ago and it apparently had lived out its useful life. I was so relieved that I continued to fly with the towel thinking I could find a cast off unit from one of our members in due time. Due time came a week later. I was taxiing to the fuel pumps when my left ear suddenly went to the bottom of the pool. The right ear cup was just barely dripping but the left one suffered a complete blowout.

I opened the Sporty's catalog as soon as I got home and got severe sticker shock. The best headsets nowadays go for well over a thousand bucks and have more features than a smart phone. I searched the budget end of the scale and found a couple candidates that wouldn't break my bank then went to the specs graph. I was only interested in one column: seals, gel or foam. Obviously I picked the one with foam and it was delivered in two days. The bonus to buying from Sporty's is now I am in the running for their annual airplane give away. I can't wait to win my new Legend Cub!

So the Mystery of the Wet T Shirt is solved but Sherlock Holmes I am not. My advice to you when a problem has you vexed, make dinner!

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