

EAA CHAPTER 1128

Two Harbors Helgeson Airport

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It's a chilly evening at the lake tonight, saw a couple of snowflakes in the air. Our next meeting will be on **Thursday, November 6th at 6:30** in the cozy **Community Room** at **Two Harbors High School**.

LAST MEETING

The board met at 5:30 and conducted business so quickly that it was decided to start board meetings at 6:00 in the future. Mike said he had the accessories for the U control models our chapter helped students build last summer. The board suggested he deliver them to Ann Ferrari for distribution to the young builders. (He has since done so.) The treasurer reported \$3020 in chapter coffers then wrote a check for postage to the newsletter editor.

The general meeting saw too few attendees to conduct a proper nomination for chapter officers so that piece of business was postponed to the November meeting. Mike gave an impressive talk on the Airframe Parachute System. Most of us are familiar with the one on all Cirrus aircraft but we did not know that famed aviator Roscoe Turner demonstrated an airframe parachute deployment (actually 6 different demos) in 1929! Mike had spent a great deal of time editing his presentation for length but still kept us amazed for almost two hours. Being one of the top experts in the world on this topic he had plenty of inside information to share including some videos and stories of traveling far to disarm systems after bad landings.

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Bill Irving of Chapter 272 will be resigning as president after 8 years in hopes of getting new blood into the job. He also has flown over 600 Young Eagles and I doubt he will retire from that activity.

Mike Hongisto, Chapter 1221 president, is currently flying for a regional air carrier and continues to organize chapter fly-outs as time permits.

ETC.

Jim Nelson hosted his annual fly-in at Chauncey Nelson Memorial Airfield in Wisconsin last month. (You won't find that name on your sectional.) His famous 'Jimbolaya' was delicious and the home made ice cream from the Love Creamery was out of this world. I have just finished the book his sister wrote about their dad, Chauncey "Speed" Nelson and it reaffirmed my admiration of the greatest generation. Built upon Speed's letters home from training and actual missions piloting B-17s in WWII it is a riveting tale and I highly recommend you get a copy.

Speaking of good reading Mike loaned me his copy of Charles Furdon's memoir, "Runwy Dust" and it too is a fun read for the aviation enthusiast. Mr. Furdon's experience as a line boy and all around gofer at a small airport in Utah during the 1950s captures a simpler time in America and makes me wish I had a J-3 Cub of my own. I bet Mike would lend it to you if you asked nice.

If you attended our last meeting you saw a video of Mike's F-1 Rocket roaring through it's first

engine start and run-up. After a few adjustments he has run and taxied the beast a couple more times. I was there and I can tell you, it is impressive! As you read this it is only days away from airworthiness inspection and first flight so watch the sky for a silver streak! When you see it remember this was not an assembly kit. Mike parlayed a few rudimentary drawings and a lifetime of experience into a piece of aviation art. Bravo Mike!

Bob and Bill rolled the Pietenpol fuselage and engine cart out into the sun for some progress photos. She looks vintage on her big spoked wheels and I'm sure Bob will be showing those pics to all his snowbird friends down in Arizona. You guys should be proud of you hard work.

The flying season is winding down for us ultralight pilots but I am fortunate to have an alternative with an enclosed cockpit. Miss Chaos took me for another dance the other day and showed me what I was missing in Fifi. The cool air gave the prop and wing a lot of bite and we got more vertical penetration than I have felt in a long time. Knowing that you can dial gravity up, down or on its ear is a powerful rush that straight and level can't compete with. And straight and level is pretty darn cool already.

The famous Christmas Symposium that Dick Helgeson sponsored for more than 30 years won't happen again. The end of an era. In deference to Dick I have decided to host an entirely different kind of get together. I have reserved the private dining room at the **Vanilla Bean Restaurant** at 812 7th avenue in Two Harbors for **Friday, December 5th from 6:00 on**. You are all invited. There will be no charge at the door and if you order dinner from the menu, restaurant management will comp the room. I don't have a speaker lined up so anyone who wishes to address the group will be welcome to. I will try to continue my tradition of writing and performing a new song for the occasion but its not written yet. I'm looking forward to seeing all of you for a casual evening of Christmas cheer. Feel free to bring your friends or any friend of the airport that I may not have reached.

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