

EAA CHAPTER 1128
Two Harbors Helgeson Airport
www.1128.eaachapter.org

It's cool at the lake tonight but the fire is warm. Snow is ample on the ski trails this year but the temperature fluctuations can make smooth skiing a challenge. Challenge accepted. Our next meeting will be in the cozy **Community Room** at **THHS**. We will meet at **6:00** as usual on **Thursday, February 6**.

Last Meeting

Another great winter/Holiday party was enjoyed at Blackwoods on London road. We filled almost all of the seats with cheerful guests and ate good food. It's so nice to chat with friends we rarely see in the cold months. Mike read his hilarious version of "The Flight Before Christmas" and I picked a few tunes. A room full of warmth on a chilly evening.

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Several guests at said party represented our sister chapters.

ETC.

I have no new flying stories this month so allow me to re-tell one from my Oshkosh 2023 report. I had brought Rooby in on fumes to Waupaca from Oshkosh due to my failure to do a full and proper pre-flight inspection. Feeling relieved to have safely made it I made a second error in fueling, adding the Amsoil two stroke lubricant before adding any fuel to the empty tanks. There was enough clean gas in the lines to taxi and take off but at a couple hundred feet above the runway the Rotax engine that is Rooby's heart faltered and slammed to a dead stop. This is not a situation you want to find yourself in. A heavily loaded airplane in a fairly steep climb and no power. I didn't even have time for "What th-" I just acted on instinct and shoved the stick forward to the stop. There was just enough airspeed to lower the nose and I kept pushing until the airspeed indicator came alive. Looking straight down on the runway I realized there was not much of it left. Flaring hard at the last second and stomping on the brakes kept us from going too far out into the weeds. I then spent hours flushing the fuel system and confirming it's proper operation. The FAA says the purpose of experimental aircraft is the education of the builder and I got a good one that day. My experience in very light aircraft helped a lot but I have to admit, I was also extraordinarily lucky.

I just got a little chill from remembering that. I hope you can learn your important lessons in a less exciting fashion and.....

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