

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

There are seven fish shacks on the lake tonight so you know it's a chilly evening. Despite the recent rain I still have enough snow to ski so I'm in my happy place. We will forgo our usual meeting this month and meet at **Blackwoods on London rd. on Thursday, January 9 at 5:00** for social hour and be seated and ordering dinner by **6:00**. If you plan to attend be sure Mike knows.

Last Meeting

It was a cold and moonless December night as we gathered at the High School. The usual crew plus one new face. Arvid Nielsen introduced himself as a pilot in the market for an airplane. He even scooted around the tables when asked so the deaf secretary could hear him speak. Mike brought a pile of books, mostly aviation related. He stated he was ready to re-register our chapter when HQ sent the paperwork. Bud wrote a check for chapter printer ink. We went over the details for our Winter Party. Mike said he had just closed a deal on a new (to him) airplane and showed us pictures of a shiny Grumman in Navy livery. He said the paperwork was so complete that the stack weighed 60 pounds. I talked about my struggles getting Rooby home from her temporary hangar, Dave said he was working on his C 180 and making progress, Mike Shannon said he was replacing the motor mounts on his S-7. Bud said he flew over my house a while back and I assured him I saw him pass over. Arvid said he had spoken with Dave Engesath about the Tri-Pacer and we assured him she had been well cared for. Dave showed us a picture of "Otto", the new autopilot in Jim Brown's C-185. More hangar flying rounded out the evening.

341

We usually see members of our sister chapters at our Winter Party I hope this year is the same.

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Terry Wick kindly allowed Rooby hangar #1 temporarily while the pavement work was going on in front of #34. I took advantage and flew several times while the work was being done. When it was time to take her home she refused to start. I swapped batteries, charged batteries, cursed and swore but she wouldn't fire. Finally on a decent Saturday I hooked up the tow bar and pulled her home on foot. I suppose the true distance is about a quarter mile but it seemed like ten miles to this old donkey. Of course there was a stiff headwind and a slight uphill gradient. She's back in with her sister now and I'm sure I'll get to the bottom of her Rotax issue before really good flying weather returns. I'm so happy to hold the Repairman's Certificate, if I had to pay an A&P mechanic she might have to sit for a while.

I hope your flying issues find simple solutions and.....

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

