



The *Maple Lake Flyer*

A newsletter of EAA Chapter 878, Experimental Aircraft Association

EAA Chapter 878: a part of the aviation communities of Maple Lake, Buffalo, and surrounding areas of Minnesota since 1986. And we're now a 501(c)(3) non-profit organization.

June, 2017

- **EAA CHAPTER 878 EVENT and MEETING NOTICE**

Saturday, June 10

- **Setup for pancake breakfast, 1:00 p.m., at West Metro Aviation. Need hands to lay down protective cardboard, set up grills and tables, and other miscellaneous preparations.**



Sunday, June 11

- **Pancake Breakfast Fly-In at Buffalo Airport. See poster, last page of this newsletter. Serving begins at 7:30 a.m. We need many hands early, during the day, and for clean-up.**

Shift schedules are: 6:30 to 9:00; 9:00 to 12:00; or Both; and Clean-up

Please help where you can. If you didn't have a chance to pre-register for a shift of work, contact Greg Thomes at 763-443-7039.

Tuesday, June 13

- **Chapter Meeting at the Buffalo Airport Arrival / Departure building at 6:30 p.m.**

We'll begin with a [brats and salads picnic at 6:30 \(provided by the chapter\)](#), then debrief the pancake breakfast with a general business meeting, including agenda subjects as appropriate.

June EAA Chapter 878 Newsletter Highlights:

- Table of Contents on Page 2
- Up-coming Chapter 878 events, see Page 2
- "Hey, Where Ya Goin'?" fly-out and trip reports, see Pages 4 thru 7
- Dave Swanson's Biennial Check Ride, see Page 3
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- **FLIGHT TO SUCCESS**
by Greg Thomes, Chapter President

We heard that the *Basic-Med* process was going to be a “snap.” There have also been pilots feeling that GA is no-better-off now (with Basic Med) and we were in prior years.

The stars may have aligned for me – my medical was due the month of May, 2017 – the very first month “Basic-Med” became law!!!

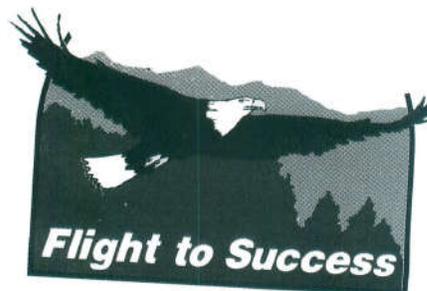
Yes, I was anxious. Feeling a little like a guinea pig, I followed guidelines set forth by EAA and AOPA. On at least 2 occasions prior to my physical, I gave my physician the FAA introductory paperwork. I was this doctor's first pilot (ever)! The doctor signed off after a 15 minute medical review session. All questions were answered.

Next, I passed the on-line course of 20 questions. A certificate was printed. Both the certificate and my physician's questionnaire are now kept safely in my log book. And, the FAA will notify me in 2 years when I'll need to re-take the on-line course.

If you're holding out (not flying) due to an expired medical, enter this new phase of pilot certification. Barriers are being taken down to you enjoying the aviation hobby!

May your skies be bright and breezes light. See you at the KCFE pancake breakfast.

Greg.



- **CHAPTER 878 AVIATION EVENTS – 2017**

- | | | |
|------|-------|---|
| June | 11 | Buffalo Fly-In, Pancake Breakfast with Air Show by Mike Wiskus |
| | 13 | EAA Chapter 878 meeting, 6:30 pm |
| | 27 | IMC / EAA878 meeting at Elliott Aviation (KFCM), 6:30 pm |
| July | 11 | EAA Chapter 878 meeting, 7:30 pm |
| | 25 | IMC / EAA878 meeting at Elliott Aviation (KFCM), 6:30 pm |
| | 24-30 | EAA AirVenture Oshkosh |
| Aug | 8 | EAA Chapter 878 meeting, 6:30 pm at the CHAPTER HANGAR at Maple Lake, with a cook-out |
| | 22 | IMC / EAA878 meeting at Elliott Aviation (KFCM), 6:30 pm |

Note: this generally will not detail the many pancake breakfasts and other fly-ins or local aviation events because they are already well documented on other sites which are dedicated to that purpose. If I did try to list them, I risk missing one or slighting someone if I fail to list their event. I will make an exception for some special events.

For aviation events throughout the area, see the various Calendars of Events in magazines, websites and bulletin boards, plus I recommend subscribing to the free email alerts through <http://www.flyins.com> and www.socialflight.com.

● **DAVE’S CHECK RIDE WITH RAY JOHNSON**
by Dave Swanson

I met Ray Johnson at coffee on Thursday (May 11) and realized he had not been in my plane. I suggested taking him for a ride since I needed a biennial anyway. He thought it a great idea if he could just get in the plane.

We met at Greseth’s yesterday (May 12), and with a ladder and some help we got him in – it’s tough when your knees don’t bend like they did as a kid! We flew around and did our checkout. I even got special credit for not landing the first time because about 20 geese did not want to move. The low pass did the trick and we made it back. It took awhile to extract Ray, but we did it and he passed me!

Pretty special day for me, and we even got a piece of Harold’s rhubarb pie to top it off.



● **IMC CLUB**
by Dave Wendt, Founding Member and President – IMC/EAA 878

IMC/EAA 878 Club meetings:

Fourth Tuesday of each month at 6:30 PM

In the Elliott Aviation Building lobby, with meetings at Inflight Pilot Training (first floor), 13801 Pioneer Trail, Eden Prairie, MN

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IMC Pilots Strive to be IFR Professionals – Always: Current, Competent, Proficient
Trusting: Judgment, Decisions, Curiosity

.....

ATTENTION: All interested pilots (IFR & VFR), are you interested in joining IMC/EAA 878 Club? Cost is \$37.00 total dues per year. All meetings are free and open to all IFR and VFR pilots. Our Mission and Purpose is to become BOTH current and proficient pilots!

Features and Benefits: Redbird and Frasca 242 equipment access. Goal: Log one approach/month. Result: always Current and Proficient.

For more information and program content each month, please contact Dave at DaveWendtInsurance@gmail.com, or 612-272-4600.



● **HEY, WHERE YA GOIN'?**

(stories and reports about trips and visits our Chapter 878 members have taken)

This month we have three reports – see A, B & C. How have you committed aviation lately?

A. DICK and PATTY BORRELL'S FLY-OUT TO VOYAGER VILLAGE / CABLE, WISCONSIN

by Dick Borrell

Well, we did it again. We scheduled a night at the Telemark Condos in Cable, WI. The Cable Union airport (3CU) is walking distance to the Condos, if you park in the grass by the old (and out of business) Telemark Resort. See photo to right.

On the way out we noted that Voyager Village was almost on our route and would be a great lunch stop (9WN2). While we were there we found out about the Richard I.



Bong presentation by Wisconsin Aviation Hall of Fame board member Tom Thomas, not to be confused with former governor Tommy Thompson! See photo of the clubhouse/grill at Voyager to the left.

After a wonderfully relaxing evening with campfire and red wine we had the quietest night I can remember. Apparently 900 acres can put you very far from civilized noise!

Since the presentation was at 10am we decided to get to Voyager early and enjoy a terrific breakfast skillet. Sorry, we ate it before we thought about a photo!

The Richard I. Bong presentation was organized by the Siren, WI EAA chapter and we had received an email from Kevin Miles. Here's a photo of him with his wife Ann.

They were listening on 122.9 and "grading" the landings. LOL, I received an 8.5!



Amongst the 16 or so aircraft that flew in was a Delta Dyke!

I hadn't seen one of those in the air since earlier days of Oshkosh. As we were preparing to depart I snapped a photo of the ramp. Our red and white Cessna 172 is the 1st one on the right.



It was a beautiful weekend to go flying and I'm very happy my adventurous wife Patty was so willing to share it with me.

We are looking forward to other fly-out adventures.

PS: The food at Voyager Village was very reasonably priced. I'd highly recommend it for a short 100 mile jaunt for breakfast or lunch!

B. OREGON MUSEUM VISITS by Kyle Weatherly

I spent some time in Oregon the last full week of May and was able to see two airplane museums that were quite impressive. The third that I have listed here I had seen on a previous trip.

The two I went to last week were:

<https://www.evergreenmuseum.org/> and <http://www.ericksoncollection.com/>. The first is quite famous and contains the Spruce Goose – fascinating! However the collection is much more impressive than just that one plane. When you add the space side it is quite incredible everything they have in that location. Unfortunately this museum is having some financial struggles and they are selling off parts of their collection – the place won't be the same in a year or so. The item I liked the most was an up close personal tour of a B17 Flying Fortress. What an incredible machine!



I really enjoyed the Erickson Aircraft Collection at Madras. It's much like the Fagen collection in Granite Falls. However, the Erickson collection is quite unique in so far as the planes they have. Check out their inventory at <http://www.ericksoncollection.com/aircraft/> – ever heard of or seen a flying W? Stuff I had never seen before, some really unique stuff, and all flying.

Another collection I had seen on a previous trip is the Western Antique Aeroplane and Automobile Museum at Hood River: <http://www.waaamuseum.org/>. As noted on their website, this museum has one of the largest collections of still-flying antique aeroplanes and still-driving antique automobiles in the country.



They have an extensive collection of antique aircraft including a 1917 Curtiss JN-4D "Jenny" with an OX-5 90 HP engine, Piper Cub and WACO collections, Aeronca collection, Stearman collection and many more.

And they have are over 130 cars in the collection, including the 1914 Detroit Electric, Ford Model A, Ford Model T, a Packard, a Studebaker and even a Locomobile. And they have motorcycles, including Harley Davidsons, Indians, Cushman and more!

All three of these museums are under 2 hours from Portland.

C. A VISIT TO WHERE IT ALL BEGAN – KITTY HAWK, NC by Wayne Flury

"This place is hallowed ground" was a comment I overheard by another visitor as I walked the grounds and displays of the Wright Bros. Memorial at Kitty Hawk. While that may be a bit of a strong statement, I did experience a sense of a pilgrimage and a feeling of awe and reverence for the achievement of these two brothers from Dayton, Ohio. Because of their research, design and development work, the birth of powered aviation took place on these sands of Kitty Hawk at the Outer Banks of North Carolina (OBX, for those in the know!).



View of the memorial on top of Big Kill Devil Hill, from a parking lot next to the KFFA general aviation airport which is adjacent to the memorial.

I got to this place because Joyce and I drove initially to Charleston, SC to visit our oldest daughter and family, plus to be present for high school graduation of our oldest granddaughter. Though she wouldn't graduate until Memorial Day weekend, we were enticed to come a week early so I could become a "volunteer" helping son-in-law John with a catering job their restaurant was doing for the Boeing Company. As you may know, Boeing assembles the 787 at their facility on the Charleston airport. Boeing was having a "family day" at the production campus and the restaurant was hired to serve up to 15,000 people, so extra hands were appreciated. While I enjoyed the opportunity to help as I could, the real attraction was the opportunity to get on the Boeing Campus (a VERY restricted place). When I was working, I had prepared our company's proposal to provide the overhead cranes in the first hangar. We didn't get the job, but I knew what the inside should look like. But, on this day they kept all the buildings tightly closed (though for some other events they have allowed minimal entry). Oh well, maybe another time. And, we only served an estimated 13,000 people, so it could have been worse!

Anyway, the time between the Boeing event and graduation would be busy days for the family and restaurant (they were opening a new location) plus getting the house ready for a graduation party, so Joyce and I wisely decided to get out of town! I suggested we drive up to Kitty Hawk and promised Joyce lots of good seafood opportunities. I'm a lucky guy! Joyce usually agrees with my desires to visit airports and museums as we travel.

As we drove into North Carolina and up the coastal waterway, I thought about the Wrights traveling to there from Dayton, Ohio, bringing with them tools, materials and equipment to do their flight experiments. Today it's an easy trip, but back then it took a lot of planning, resourcefulness, patience and the ability to do field engineering on a product that still was being invented. They even had to build their own living quarters and workshop on the sand dunes.

As with most historical sites, the landscape has changed over the course of the years. Development encroaches, plants and trees multiply, and perhaps even the weather has had an influence. The Wright Memorial is no different. The vast expanse of sand shown in the famous photo of the first flight is no longer there, having been planted to grass for stabilization and to prevent erosion. Even the location of Kill Devil hill, where the brothers did their glider tests, has moved due to the wind! It too has now been planted to grass. While this detracts from appreciating the difficulties of the sand and wind upon any work being done there, at least it is now preserved for the future.



Markers showing the take-off and landing points for each flight on that first day. Each flight was successively longer, and is shown by the markers in the background

If you are ever fortunate enough to be near the “First Flight” site, don’t pass up an opportunity to visit. This is a national park, so it’s open on a regular schedule. The Visitors Center is currently undergoing a



These reproductions of the Wright’s living quarters and hangar are located on the original foundations. Note that they now sit in the midst of a grassy field!



A metal reproduction of the original Wright Flyer.

restoration which won’t be complete until the summer of 2018, but there is a temporary site.

And if you do go, I can recommend a couple of great seafood restaurants in the area!

- **TAX DEDUCTIBLE DONATIONS TO THE CHAPTER**
by Wayne Flury

If you purchase something for the chapter (it becomes property of the chapter, not just something you bring occasionally for the chapter to use at an event), you may claim this as a donation to the chapter.

Scholarships – though we don’t have a “Scholarship Committee” (hint, hint – is this a committee you could volunteer for), there’s nothing to stop us from accumulating funds to be used for that future purpose.

REMEMBER – EAA Chapter 878 is a 501(c)(3) organization and any donations you make to the chapter are tax deductible!!!!!!!!!!!!!! Help the chapter and help your tax situation!!

- **CHAPTER 878 FLY-OUT COORDINATOR and EAGLE FLIGHTS LEADER**
by Kyle Weatherly

Note: for any and all suggestions for possible chapter fly-outs, and for information about how to conduct Eagle Flights to qualified individuals, please contact Kyle at 612-965-1610, or k.weatherly@live.com.

- **CHAPTER 878 YOUNG EAGLES COORDINATOR**
by Tim Bond

Note: for questions about Young Eagles flights, or for information about how to conduct Young Eagle flights, contact Tim at 612-961-3257, or timlbond@gmail.com.

Remember to regularly check our chapter website: www.878.eachapter.org/

● **EAA CHAPTER 878 and MAPLE LAKE FLYER INFO**

EAA Chapter 878
 PO Box 169
 Maple Lake, MN 55358-0169

www.878.eaachapter.org/
 a 501(c)(3) non-profit organization

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Chapter meetings are normally held at 7:30 p.m. on the second Tuesday of each month (except for the winter months of January – April when we meet at 9:00 a.m. on the second Saturday morning). Meeting location and time may vary each month, depending upon the meeting program. Our December meeting is a family social event held at a local event center, with date, time and place to be determined annually.

Dues are \$10 per year for members up to 35 years of age, \$25 per year for age 35 and over.

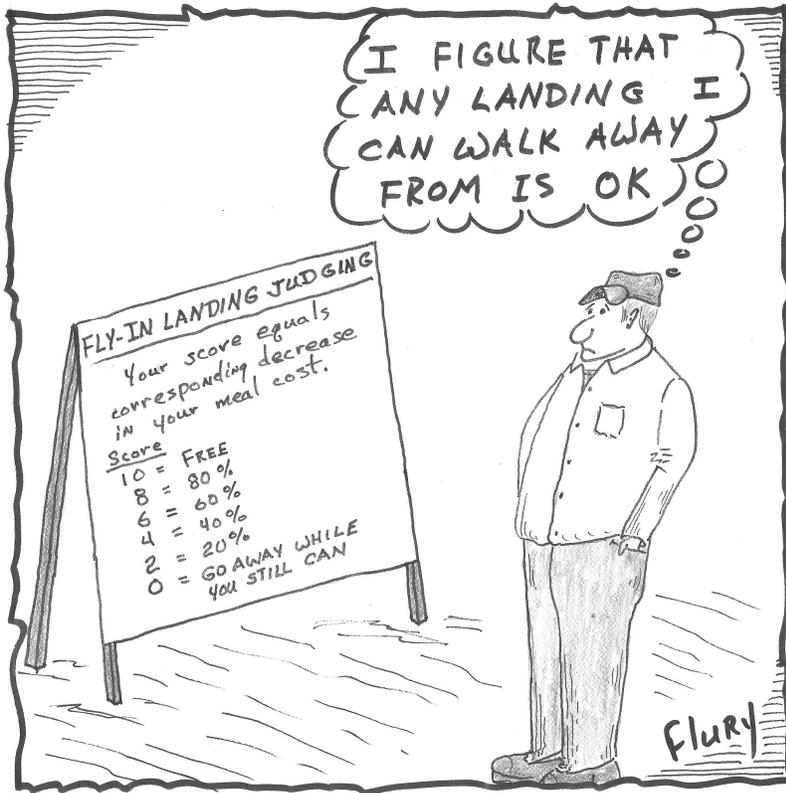
Current Officers, Leaders and Coordinators of EAA Chapter 878:

President:	Greg Thomes	763-443-7039	greg@thomesinsurance.com
Vice-President:	Peter Radintz	320-963-1980	peradintz@hotmail.com
Secretary:	Wayne Flury	763-670-6021	wflury@wh-link.net
Treasurer:	Dick Burns	952-473-1887	dickburns1@aol.com
Newsletter Editor:	Wayne Flury	763-670-6021	wflury@wh-link.net
Young Eagles Coordinator:	Tim Bond	612-961-3257	timlbond@gmail.com
Eagle Flights Leader:	Kyle Weatherly	612-965-1610	k.weatherly@live.com
Fly-Out Coordinator:	Kyle Weatherly	612-965-1610	k.weatherly@live.com
Technical Counselor:	Dick Burns	952-473-1887	dickburns1@aol.com
Chapter Librarian:	Harold Greseth	763-682-5486	hjpgreseth@gmail.com
Chapter Roster Monitor:	Wayne Flury	763-670-6021	wflury@wh-link.net
RV-4 Build Project Coord:	Tom Rammel	320-286-5283	Tom.Rammel@zeiss.com
IMC/EAA 878 Club	David Wendt	612/272-4600	DaveWendtInsurance@gmail.com
EAA Chapter 878 Website	Dan Hanson	612-508-0357	dhanso312@gmail.com
	Elaine Morrow	952-913-2356	pilotelaine@aol.com
Chapter Manager of Non-Profit Programs	Barb Zabel	763-360-6286	zabe_73@hotmail.com
EAA Chapter Advocates:	All Members		

Add your name to the list above – how can you help and support your chapter?

The list of volunteer leaders for EAA Chapter 878 continues to grow! Due to the increased size of this listing, my monthly cartoon has now been pushed to the next page. That’s a good thing. Thank You!

• THE FUNNIES
by Wayne Flury



6/2017

BUFFALO

FLY-IN

**Breakfast &
Car Show**

**JUNE 11,
2017**



- **CARS**
- **AIRPLANES**
- **AEROBATICS**

PANCAKE BREAKFAST

Serving 7:30am-12pm

Hosted by:

**West
Metro
Aviation**



Sponsored by:

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Free meal for PIC
www.878.EAAchapter.org
www.westmetroaviation.com

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